G. R. S. IX-5]

Previous references.

1910-11
(SOA)

File No. 353-10

Serial Nos. 162

Later references.
SRA 607-1980: 62, 8 Nov 1919
A+E 202-19-2

162

GENERAL AND REVENUE SECRETARIAT.

Serial Nos. 162

Part B for October 1918

SUBJECT.

Revision of the Travelling allowance Rules and rates in Manipur.

162.

To
The Chief Secretary to Govt.
of Manipur
Chief (Accts.) Dept.
No. 7(1) 1100-19 dated 21-10
Para order revising T.A. Rules &
Countersignature of T.A. rules.

W D 88—GPB—50,000—24-7-16

M. Pandharipande

N°C. 116.
30.8.15.

[11] 1910.11.

GENERAL AND REVENUE SECRETARIAT.

(S & A)

NOTES.

File No. 355-(

FILE HEADING.

Version of the Travelling allowance Rules and rates in Supse.

The Retrenchment Committee.

No. 148 Dated 28/11/10 Received 1/12/10

Diary No. 2348	Enclos.	Spare Copies	Serial No. 1.

BRIEF ABSTRACT OF LETTER.

Submits a memorandum showing the modifications proposed to be made in the T. A. rules & rates prescribed in the G.S. &

NOTES AND ORDERS.

Submitted.
KS. (70).
9/12/10.

md 9/12/10

GPB—30,000—3-4-07.

(22

Serial No.

1) ... the Retrenchment Committee have on the analogy of the British Regulations divided the Mysore officers about to 4 classes. A glance at Appendix 18 C.S.R. will show that of Gazetted officers in the Police dept, Apprentice officers are all classed in class 1. the pay limit is fixed at Rs 500 of there as it is usual to find in British India Accts in D.P.W. & Superior Clerks in big offices drawing salaries of 450 Rs & in some cases even more. But the principle underlying the classification seems to be that all offices of trust & responsibility are ipso facto in the first class and certain other Establishments are also brought into that class on account of the pay that are attached to them. in Mysore 250 may be taken to correspond with Rs 500 in India similarly the 2nd class may consist of all officers not included in the above and whose pay may not exceed 250. the third and fourth classes will be the same as in the Civil Service Regulations.

I dont quite understand what is meant by "positions of trust & responsibility" The term is vague & cannot be the basis of a classification

MR 14/12

Rs 250/- will be too low

MR 14/12

2) ... the adoption of the British classification will affect the 2nd class only of the Retrenchment Committee classification, because the Committee propose to allow officers drawing

NOTE—Contn. sheet.

GPB—55,000—27.4.09

Serial No.

Rs 30 & 50 one second class fare and one third class fare if they actually travel in the 2nd class, while under the British class officers drawing 50 Rs and upwards 2nd class and officers below that only 3rd class. This therefore provides for the classification of the Civil Service Regulations substituting Rs 250 and 50 for Rs 500 and 100 in clauses I & II. It is proposed to be adopted with effect from April 1st. This will also dispose of the question of Railway accommodation and fares admissible which may also be settled in the Civil Service Regulations.

3) The 2nd point dealt with is the revision of the existing rates of mileage and daily allowances.

4) In revising mileage allowances the Committee propose the following changes:- Heads of Depts 5 As 12 as a mile if they travel with Camp

5) Equipment otherwise 8 as per mile. Other officers whose D.A. is Rs 5- 8 annas a mile. 2nd officers of class I whose D.A. is less than Rs 5- 6 as a mile.

6) It is only in the last case that the Committee virtually make a change, and the work which an Asst Comr does is practically the same that a Senior Asst Comr does & both these in the present scheme of sub divisions will be

NOTE—Contn. sheet.

GPB—55,000—27.4.09

4

Serial No.

powers almost similar to Dy Comrs pitted in their areas. It is therefore not clear what the principle is under which the present rate of 8 as per mile is proposed to be reduced to 6 annas a mile in their cases. It may remain at 8 as heretofore.

In British India such offrs would get 4 as only

7) The Committee further propose a sliding scale as follows for other Offrs. Subs by Bh Towns, Munsiffs with 250 Rs below Amildars & others corresponding rank ~~for 6~~ 5 annas Sup Offrs in Superior Service drawing 500 Rs - 4 annas Others in the Superior Service on 300 Rs & above 3 annas Others in the Superior Service - 2 annas Inferior Menial Servants - ½ anna.

8) The British rates & classifications are much simpler. The general rule regarding mileage there is as follows: -

Offrs of 1st Class - 8 annas per mile
Offrs of 2nd Class - 4 annas per mile
Offrs of 3rd Class - 2 annas per mile
Offrs of 4th Class - 1 anna per mile.

Since the actual expenses limit is to be abrogated, there seems to be no difficulty in fixing them the rates of the C. S. R which are ~~is~~ even less than those proposed by the Retrenchment Committee.

9) It may also be stated in this connection that the rate of mileage does not matter much

GPB—55,000—27.4.09.

Serial No.

as the right to scrutinise and disallow rapid journeys is always vested in the countersigning officer. With the final abolition of the Camp Equipment rule there is no necessity to increase any mileage as there will be no Camp equipment to be taken at the Officers Cost. Wherefore seems possible that the rates in the C. S. R. Can be accepted here also.

10) As to Daily Allowance:- The Committee propose to reduce the rates of D/A to the Secy, Dy Secy & Heads of Cooperative Societies from 8 to 6 Rs. Under secys post from 5 Rs to 4 Rs. As to Joint Registrars all grades from 4 Rs to 3 Rs. Specialists in the Med. Deptt from 5 to 4 Rs. As to Asst Registrars, Munsiffs from 2 Rs and Amildars ——— from 3 to 2½ Rs Dy Amildars. In the case of other Officers in the Superior Service a minimum of 3 annas is fixed the daily rate is fixed at 3/10 of the pay. For inferior servants the amount is raised from 1½ annas to 2 annas per day.

11) If the rule about maintaining Camp equipment existed though the rates were higher the Officer would not have to draw the rate admissible, unless he maintained Camp equipment and the rates now proposed are absolute and in effect are

N

mileage allowance in the Rest.

12) In the case of officers in the superior service the British rate of allowing 2 annas per every 12½ Rs of pay would seem to be better than 3/16 ths of pay. The 3/16 ths of pay in actual practice has been made to vary with the number of days in the months of travel while the British rule gives a daily allowance with reference to the number of days in the months. No minimum need be fixed under this rule as any fraction above 12½ is counted as 12½ and another two annas added.

13) The proposal to reduce the mileage rate from 100 to 50 per cent and cold weather rate from 50 to 25 per cent may be adopted.

14) The Committee make a suggestion that Art 997 C.S.R. may be introduced into the rule permitting such travelling allowance to be calculated by other than the shortest route and proposes to delegate the power of allowing such calculation to Heads of Depts for journeys made within their jurisdiction. But it would be better to retain the power in the hands of Govt alone as sanctions under Art 580 C.S.R. (halts over 10 days) are now done in each case by Govt alone.

15) The other proposals are mere ~~Clauses~~ Clauses

NOTE—Contn. sheet.

GPB—55,000—27.4.09

Serial No.

which are still have to follow if the main suggestions are approved. The other amendments proposed may all be accepted. A note on the Appendix is also submitted separately (Flag)

9.12.10.

9.12.10.

16) Para 3 of Committee's note - The departmental opposition is natural - All retrenchments have to be carried out in the face of such opposition As regards the three arguments (1) Rise of forces in Mysore is not more than in three parts of India (2) This would apply only to very special cases the conditions of travelling of the majority of officers being such as to admit of their general classification (3) What special tradition and prestige are referred to

17) Para 4 - As stated above the chorus of disapproval is human & natural - We must judge on independent grounds and decide - If we are to reduce allowances with the approval of those who are affected we may as well wait till doomsday

18) Paras 5 & 6 - But why should Asst. Commrs on Rs 250/- necessarily travel first class? If a Deputy Collector on Rs 500/- in British India can travel second class why not Asst. Commrs on half the pay in Mysore? Is there any difference between the duties of Deputy Magistrates in British India and Asst. Commrs in Mysore? Let the limits be

NOTE—Contn. sheet.

GPB—55,000—27-4-09

Serial No.

fixed a little lower in Mysore if absolutely necessary e.g. Rs 400/- for 1st class and Rs 75/- for 2nd class. But let such limits be strictly & rigidly adhered to. It is admitted that officials on Rs 250/- & Rs 500/- do not generally travel second class when travelling for their own purposes. Why should they draw second class rates (double second class or single second class plus single third class) when travelling on first duty? The rule may therefore be:

~~Above~~ Rs 400 & above Double First.

~~Above~~ Rs 75 & above Double Second

All others in Superior Service* Double Third.

The railways within the State having no Intermediate class, no provision for such rates is necessary.

19) There is no anomaly in officers in different grades of the same class drawing different rates of t.a.

20) In British India the necessity of having common rules for a whole continent as well as the high limit of Rs 500/- makes a small special list of officers rated as in the first class necessary. If the limits are suitably laid down there need be no such list in a small tract like Mysore.

21) I would however do away with certificates

* Those on Rs 500/- ~~upto~~ & above may be given 1 second & 1 3rd class fare 250/-

Serial No.

of actual travelling by first or 2nd class as far as the regulations are concerned. Officers should travel in a way befitting their official position but the enforcement of this is a matter of administrative discipline and cannot remain as such. Moreover there is no such rule prescribed as regards road travelling; an officer may draw 12 as a mile & travel in an ordinary bullock cart. As no comparision of actual cost with the allowances drawn is insisted in any other case, such comparisn for railway journeys seem hardly necessary.

21(c) paras 7 & 8. Here again troublesome provisos regards maintenance of camp equipment &c is sought to be retained in certain cases. In my humble opinion the following simple scale is sufficient:

Officers of class I drawing ~~xxx~~ Rs 400/- & above - 8* as

II 75/- & above 4 as

III Superior service officers on 75/- & below - 2 as

IV ~~Upwards~~ Inferior service men (when allowed mileage) - 1/2 anna

* Officers whose d/a is limited to Rs 4/- (vide remarks on paras 11-16 below) should draw only 6 as mileage.

22) The classification should be broad and we would only be creating trouble and heartburning if such rates as 6as, 5as, 4as, 3as, 2as, &c are sanctioned on special considerations to various classes of officers. Also 8as should be rigidly fixed as the maximum mileage. For carrying tents ordinarily only one cart would be required & the 1½ as or at most 2as a mile necessary for this should easily come out of the 8 as rate.

GPB—50,000—12-8-10

Serial No.

23) I agree that the restriction about limiting the travelling allowance of ministerial & menial officers to certified actuals should be done away with. As far as superior service officers are concerned the rates of mileage proposed above are more favourable than the C.S.R. rates; & the restriction about actual expenses being also withdrawn the middle class officials in Mysore will be decidedly in a better position than their brethren in British service under the proposed rules.

24) Para 9. No objn.

25) Para 10. This is a good suggestion & I agree.

26) Para 11-16. Three rates viz. Rs 7/8 & Rs 5/- & Rs 4/- are sufficient for 1st class officers. Those above the rank of Dy Commrs (a) should draw Rs 7/8, those of the rank of Dy Commrs shd draw Rs 5/- and those below the rank of Dy Commrs* should draw Rs 4/- for officers of the second & third classes the British Indian rule viz. 4 as for every Rs 25 or fraction of Rs 25 of the pay or maximum pay of appts for second class officers & 2 as for every Rs 12½ or fraction of 12½ for 3rd class officers may be introduced. For 2nd class officers a maximum of Rs 3/- & for 3rd class officers a minimum of Rs 4 may be fixed.

27) Para 17-18 The 3/10 this rule is very inconvenient & should be done away with in all cases. A menials 2 as a day may be fixed uniformly

* Such as Civil Surgeons, Ex Engineers, Deputy Conservators of Forests & all officers on less than Rs 800/- a month unless such officers is expressly declared to be of the rank of a Dy Commr.

(a) There may be objection to call the classification in this way. So the classification lately adopted in amending Art 3/40 may be adopted.

In the case of officers whose pay or the max. pay of whose appts exceeds Rs 1200 — Rs 7/8
Does Rs 700 — Rs 5/-
Others — Rs 4/-

NOTE—Contn. sheet.

G. R. S. 12]
General and Revenue Secretariat.

Sd A — File No. 355 of 1910-11

Serial No.

28) Paras 19–21. As a first step, I agree with the Committee. The rule may stand thus: officers of classes I & II, 25% extra, others 50% extra. Of course the enhancement refers only to daily allce

29) Paras 21–23 — I agree.

30) Para 24 — No remarks.

31) Para 25 — No remarks.

32) Paras 26 & 27 — No objection. For "recorded reasons" the words "reasons recorded on the bill may be substituted to make things clear. Recdn in an undefined place is equivalent almost to not recording.

33) Para 28 & 29 — Vide remarks above on paras 50

34) Para 30 — I agree.

35) Para 31-32 — Vide remarks above on para 7

36) Para 33 — According to my proposals they would all draw 2 as mileage (unless Personal allce of senior H.A's are treated as pay in which case they would get 4 as).

37) Para 34 — I agree.

38) Para 35 — No objn.

39) Para 36 — No objn.

40) Para 37 — I agree.

41) Para 38 — Vide remarks above on paras 11–12

42) Para 39 — No objection if rules proposed in this note be adopted.

43) Para 40 — This is hardly necessary i.e. the provision of Act 5-89 (5-90) The favourable mileage rates seem sufficient compensation to Forest as

NOTE—Contn. sheet.

GPB—50,000—12-8-10

Serial No.

Other officers whose case require special consideration.

44) Para 41. Vide remarks on para 8.

45) Para 42. No remarks.

46) Para 43. No remarks.

47) Para 44. I agree.

48) Para 45. I agree.

49) Para 46. No remarks.

50) Para 47. No objection.

51) Para 48. There will be some reduction of expenditure if the Committee's suggestions are adopted but the rules will yet remain confused & cumbersome.

52) The suggestions I have ventured to make in this note based on the following classification will considerably simplify the rules without any real hardship in any case.

Rs. 400 & above — 1st class.

Rs. 75 & above — 2nd class.

All other officials in Inferior service — 3rd class.

Inferior Servants — 4th class.

53) The suggestions made in this note differ in some respects from those made in my note of August 1908; but the differences are not material and the principles underlying both sets of suggestions are the same.

20/12/10

9453 22.12.10

Allowed

The Chief Secretary

Note—Contn. sheet.

GPB—50,000—12-8-10

Serial No.

Cancellation of Buildings at a Special Meeting of the Council on an early date —

It is a question whether some Special Act may not be provided for Short Term Leases — yes — Sec'y 1/9/11

Subject to the Council's favourable decision

Circulate

4/9/11

Seen

5/9/11

Note for meeting

12/9/11

Serial No.

A draft Council Resolution re the revision of Travelling allowances is submitted to Dewan through Councillors

C803
The draft is in accordance 25/9/11
with what was resolved at the Council meeting 11/11

25/9/11

I expect that considerable ~~objection~~ discontent will be evoked by some of these reductions. But as all officers are treated alike, the alteration seems to be quite equitable & should be supported.

It was also understood that the lent Officers should also be brought under the operation of the local rates and rules.

8/3/12.
13819
30.9.11

Dorey
Please circulate 28/9/11
for next Council
Meeting

Note— Contn. sheet.
Seen

GPB—50,000—12.8.10

15.

15

G. R. S. 12]

General and Revenue Secretariat.

S.A File No. 355 of 1910-11

Serial No.

As decided at the last meeting of Council the appendix has been revised & some incidental changes also noted in the body of the draft Council Resolution.

A list of names to be added to & removed from the appendix has been prepared by Mr Srinivasiengar to the Retrenchment committee at my request & is put up for orders.

The figures in red ink in the draft Council Resolution refer to the numbers of the articles in the IV th Edn. of the Mysore Service Regulations issued in 1912.

Dewan thereupon (Cr) C&B 13/5/12

It may now be passed

24/5/12

1st Counsellor 23/5

I have compared these alterations & I think

NOTE—Contn. sheet.

GPB—20,000—26-1-12

G. R. S. 12]

(16
16

General and Revenue Secretariat. | S & A File No. 355 of 1910-11

Serial No.

They are all correctly entered. The Resolutions may be adopted.

19/6/12

1908
20-6-12

Dewan
20/6

The alterations have been seen & passed by 2nd Councillor.

Sec'y (S&A)
16/7/12

16/7

NOTE—Contn. sheet.

GPB—20,000—20-1-12

17

Extract from the Proceedings of the 269th Meeting of the Council of His Highness the Maharaja, held at Bangalore on the 16th September ~~1910~~ 1911.

Council

These alterations should not affect existing leases & leases should become applicable to new modes of apportionments 12/11.

Subject.-(Clauses x & xv of the Schedule).

Revision of the Travelling Allowance Rules and rates in Mysore.

Opinion of the Council.

1 The proposals of the Retrenchment Committee may be generally approved; a few remarks on the proposals are made and a few modifications indicated below -

pursuing Council: 12th Jan 1916.

This Para. Stand.

2 Para 6 (a) of Committee's report - The proposal to continue 1st class accommodation by railway to all Assistant Commissioners and officers of corresponding status may be approved.

P. ✓

3 Para 6 (b) - The proposals in this para may be approved, the condition of actual travel in the 2nd class suggested in the case of officials drawing pay between Rs.30 & 50 being dispensed with.

This may stand

GPB—1000—13-5-08

18/08

This may stand. 4

Para 7 - The proposals may be approved but the special mileage rate of 12 annas may be abolished in all cases.

This may stand 5

Paras 8, 9 & 10 - The proposals may be approved.

6

This may stand as asked in the appendix. 14/1

Paras 11 to 15 - In modification of the proposals made by the Committee the Council is of opinion that the rates of daily allowance and mileage may be reduced in some cases as shown in the appendix. The Secretary to Government, General & Revenue Departments and the Huzur Secretary should be treated in the same way as other officers now drawing the same rates of daily allowance.

May stand 14/1 7

Para 16 - In the case of other officers the daily allowance may be calculated at 4 annas for every 25 Rs and 2 annas for every 12½ Rs or part of 12½ Rs in the pay of the official, subject to a minimum of 3 annas.

8

May stand

Para 17 - In the case of inferior servants the daily allowance may be fixed at 3 annas for those drawing a salary of 12 Rs and upwards, and 2 annas for those drawing a salary of less than 12 Rs.

9

May stand 14/1

Para 18 - The appendix attached shows the existing rates of travelling allowance, those proposed by the Committee and those now recommended by the Council.

10

May stand 14/1

Para 20 - The proposal to delete note (2) to Article 634 may be adopted.

1

Ditto. 12/1 11

Para 21 - The proposals in this para may be adopted.

19

May stand 12/1 12

Paras 22 & 23 - The proposals in these paras may be adopted.

May stand 12/1 13

Para 27 - The proposals may be adopted.

14

Para 28 - The note to the revised articles 540 541 & 542 may be omitted.

May stand with the word "generally" omitted. 12/1

Para 29. A direction may be given in a Government Order that officers entitled to travel in the 1st or 2nd class by railway are expected ~~generally~~ to travel in such class.

This has been separately decided — Vide 12/1 15

Para 30 - This matter may be left over for separate consideration.

May Stand 12/1 16

Para 33 - The proposal may be adopted.

May stand 12/1 17

Para 34 - The proposal to omit article 566 Mysore Service Regulations may be adopted.

18

Para 35)
36)
37) The proposals may be adopted.
38)
39)

May Stand 12/1

19

Para 40 - The first portion of article 590 Mysore Service Regulations may be omitted as the revision of the other rules proposed above will render this superfluous.

May Stand 12/1

20

Para 41)
42)
43)
44) The proposals may be adopted.
45)
46)
47)

M. 596 may remain; the other proposals may be adopted. 12/1

The recommendations made above will necessitate the amendment of certain articles of the Mysore Service Regulations.

(i) To Article 536 (d) add -

- " But Government, or the Head of a Department in the case of journeys within his jurisdiction, performed by officers under his control, may, for special recorded reasons, permit travelling by road instead of by railway when the railway part of the journey is not more than 25 miles."

(ii) For Article 541 Mysore Service Regulations and 542 Mysore Service Regulations , substitute

" Officers travelling by Railway on the Public Service are entitled to class accommodation and allowance according to the following scale :-

<u>First class</u> -	Officers in the graded service whose daily allowance is not less than Rs.3.	First class. Double fare.
<u>Second class</u> -	(a) Other officers of the Superior Service on pay of not less than 50 Rs per mensem.	Second class or where there are only 2 classes - upper class. Double fare.
	(b) Other officers of the Superior Service on pay less than 50 Rs but not less than 30 Rs.	Second class or where there are only 2 classes - lower class. - Single fare, with a single fare of the lowest class.

Third class - All other officers in Superior Service whose pay is less than 30 Rs.	Intermediate, if any or Third class. Double fare.
Fourth class - All officers in inferior service.	Lowest class. Single fare.

Exceptions. (1) Government Motor Car Chauffeurs are entitled to single second class fare for railway journeys. The order is liable to modification on change of incumbents.

(2) The Palace Chauffeur, when on tour in charge of a State Motor Car is entitled to single second class fare.

(ii a) In Article 549 (3) substitute Rs.6 for Rs.7-8-0.

(iii) For Article 556 Mysore Service Regulations substitute -

" For journeys by road, mileage allowances are calculated as follows:-

(1) Gazetted & other officers: rates as shown in Appendix E.

(2) Other officers in Superior Service not specified in the appendix:-

(a) On pay not less than 50 Rs. - 4 as a mile.

(b) On pay less than 50 Rs but not less than 30 Rs. - 3 as a mile

(c) On pay less than 30 Rs. - 2as a mile

(3) Inferior servants. ... ½anna a mile

22

Note 1.- Inferior servants will be entitled to road mileage only in the following cases, and provided that the distance travelled exceeds 10 miles.

(i) Inferior servants accompanying (a) officers required to travel throughout the State and (b) District & Sessions Judges.

(ii) Police Duffedars and Constables ordinarily required to travel throughout the province in all cases and other Police Duffedars and Constables when travelling beyond jurisdiction.

(iii) Gollars accompanying remittances from one district to another or to the State Huzur Treasury, Bangalore.

(iv) Inferior servants on transfer.

(v) Other cases where inferior servants are required to travel independently e.g., as messengers, to cash bills &c or when they do not accompany officers.

Note 2.- The Palace Chauffeur when on tour in charge of the State Motor Cars, when the journey exceeds 30 miles from headquarters will get mileage at one anna per mile."

(iv) Omit article 558 Mysore Service Regulations.

(v) Omit article 566 Mysore Service Regulations.

(vi)

(vi) Omit article 573 and insert it in the beginning of Note 3 to article 575 Mysore Service Regulations.

(vii) Omit articles 577 & 180 and insert them as exceptions 1 & 2 under article 576 (also omit Note 1 to this article M.S.R.)

(viii) Omit article 181 and insert it as Note (1) under article 576 Mysore Service Regulations.

(ix) For article 588 substitute -

"(a) Officers mentioned in appendix E are entitled to the daily allowances as shown therein.

(b) All officers not mentioned in that appendix are entitled to daily allowance calculated at 2 annas for every 12½ Rs or fraction of 12½ Rs of the pay of the appointment, subject to a minimum of three annas to officers in Superior Service and in the case of inferior servants to 3 annas in the case of persons drawing a salary of 12 Rs or more and to 2 annas in other cases.

(c) Special Reserve Sergeants and Constables when deputed on special duty are entitled to a daily allowance calculated at 2 annas for every 12½ Rs or fraction of 12½ Rs of their pay subject to a minimum of 3 annas per day for maidan and 4 annas for the malnad.

(Omit item 55 in Appendix E).

24

(d) The Palace Chauffeur, when on tour in charge of a State Motor Car, is entitled to a daily allowance calculated at 2 annas for every 12½ Rs or fraction thereof of his pay, viz. 125 Rs per mensem. In cases of European and Eurasian employees to whom this rate does not cover actual daily expenses, reasonable and supported by vouchers, the claim for the difference, if any, should be accompanied by a memo of actual expenses incurred and vouchers in support thereof."

Omit item 18 Appendix E.

Rule 44

(x) Omit article 588. (3rd Edition)
Note.- This has already been omitted in IVth Edition.

(10)

(xi) In article 590, omit "The establishment serving ..... if their pay is Rs.8 or less."

(11)

(xii) For article 591 substitute -

" An officer may for any day draw in lieu of his daily allowance:-

(1) if he travels by railway, the allowance admissible under Chapter XXXII articles 541 to 545.

(2) if he travels more than 20 miles by road, or if being a non-gazetted ministerial officer he travels by a public or hired conveyance under the orders of the head of his office, the allowance admissible under Chapter XXXII."

Note.- For inferior servants please see the rule contained in article 556 (3).

(3) (Same as present clause iii).

(xiii) In article 592 omit the words'menial servants' occurring in line 6 thereof and insert the following note at the end of the article.

"Note.- For inferior servants see rule contained in article 556 (3)."

(xiv) Omit article 592. (3rd Edition).

Note.- This has been omitted in the IVth Edition.

(xv) To article 594 add "But the head of the department may in his discretion pass mileage under the ordinary rules to establishments accompanying Jamabandy officers from headquarters to the first camp and from the last camp to headquarters."

(xvi) Omit article 596.

(xvii) For article 597 Note 1 substitute -

"Hospital Assistants and Lady Apothecaries on occasions of serious outbreak of cholera or plague, or on other occasions of emergency requiring them to be constantly on the move, are entitled to a special conveyance or horse allowance at a rate not exceeding twelve annas a day payable on declaration being made that such conveyance or horse was maintained."

(xviii) In article 633 line 4 add "and also the Kumai Magani of the Shimoga Taluk."

26 (25)

Lines 8 & 9 - Omit the words "and Yemmedoddi near Madag tank in Kadur Taluk."

For lines 10 to 12 substitute - "Hassan District - The taluk of Manjarabad, the Western half of the Belur Taluk, i.e., the portion of the taluk lying West of the Yagachi river and the Belur Chickmagalur road, the portion of the Hassan Taluk lying West of the Yagachi river (i.e., Alur Sub Taluk) and the Mallipatna and Konanur hoblis of the Arkalgud Taluk."

(16) (xix) For article 634 substitute -

"(a) When travelling in the malnad or the Kolar Gold Fields officers entitled to fixed rates of daily allowance as entered in Appendix E are entitled to draw an additional 25 per cent over the daily allowances otherwise admissible.

(b) All other officers (including inferior servants) are entitled to draw daily allowance at one and a half times the usual rates.

Note 1.- The rate of allowance of an officer who spends part of a day in one of these tracts and part in a place in which the ordinary rate prevails is determined according to the place where he halts after the journey.

27

Note 2.- Upper and Lower subordinates and Taluk Mestris and Tank Inspectors are entitled to 50 per cent over the ordinary permanent monthly travelling or horse allowance when residing in the malnad."

The revised rates and rules may be brought into force with effect from the 1st July 1912.

Sd/- T. Ananda Row.
Dewan of Mysore.

It is too soon to bring them into force from 1st July 1912. The date may be from one (or two) months from date of promulgation.

Intd. T.A.R.
18th July 1912.

"E x t r a c t"

Offg. Secretary to Government.

28

Submitted to His Highness.

Paper under disposal.

The Retrenchment Committee has submitted proposals for the revision of the Travelling Allowance Rules and rates in force in Mysore.

2. The Committee's report explains the alterations proposed by the Committee.

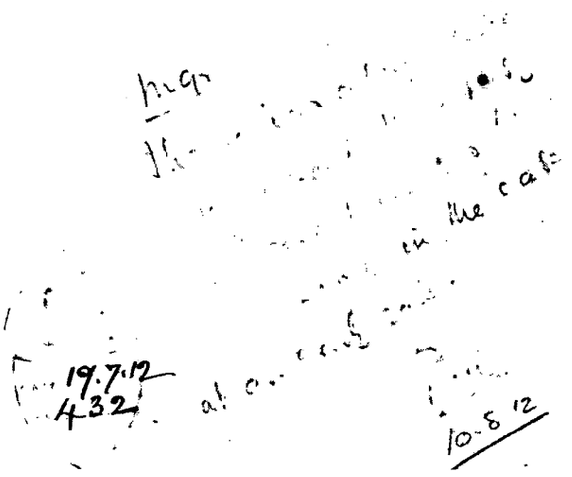
V.

3. The recommendations of the Committee were considered by the Council and it generally approves of the proposals with a few modifications indicated in the accompanying Council Resolution. The rates proposed by the Committee and those recommended by the Council are embodied in the tabular statement annexed to the Resolution. This may be approved.

9/12

N.C. 116.
30.8.15.

Record of Cases submitted for the Orde
of His Highness the Maharaja



Subject.

Revision of the Travelling Allo
ance Rules and rates.

Order.

No C. 18.
31. 7. 13.

32

N O T E.

***

1. Proposals of the Retrenchment Committee for the revision of the rates of travelling allowances, with the Council opinion. JoHH 432 & 19.7.12

2. Comptroller's proposal about substitution of the word 'tents' for 'camp equipment' in the 4th column of appendix 2, wherever it occurs. Fr 2219

3. Revision of the travelling allowance rates of Munsiffs. Fr 2404

4. Dr. Coleman's representation for higher rates of travelling allowances. Fr 3266.

—

The accompanying four files relating to travelling allowance#, may be circulated to the Second Councillor and brought up at an early meeting of Council.

The Financial Secretary may also be requested to be present at the meeting.

31.7.13 RC

The Secretary,
General and Revenue Depts.

2nd Councillors

23/8/13

Cic Do be sent to 1st Councillors als. for perusal & noted for meeting

23/8/13

25/8

[G. R. S. 12]

(4)

(3)
34

General and Revenue Secretariat.

SDA File No. 355 of 1910

Serial No.

Brought up before the meeting of Council on the 10th September 1913, but was not taken up for want of time.

Brought up again at the meeting on the 18th September, but not taken up for want of time.

Brought up again at the meeting on the 1st December 1913, but not taken up for want of time.

NOTE—Contn. sheet.

[G. R. S. 12]

(32)

General and Revenue Secretariat. | 30A File No. 353 of 1910.

Serial No.

This was brought up at yesterday's Council meeting and it was decided that this might be taken up at the next meeting when an hour's time would be given. The file might be circulated to members of Council and then submitted to Dewan 2 or 3 days before the meeting.

Dewan 21/4

nnal Soc. may circulate

note the direction Dewan 21/4

Secy to retired

Secy

1815

Dewan 23/5

23/5/14 Secy 1815

Secy 1.6.14

101

6.7.14

The file was sent to the Dewan's office on 6.7.14 & returned on the 7th idem.

P.T.O

NOTE—Contn. sheet.

G PB—60,000—7-11-13

G. R. S. 12]

(33
33

General and Revenue Secretariat.

S.N.A. File No. 355 of 1910.

Serial No.	
	It was settled in Council to-day that a special meeting might be held for considering this subject after the Dasara but before the commencement of the cold weather touring season.
	Council Section to note for 21st October next and remind me.

Dussehra
9/9

NOTE—Contn. sheet.

G P B—60,000—7-11-13

(For disposal at ... meeting

No. C. 60

28/1/1916. 34

GENERAL AND REVENUE SECRETARIAT.

Council Matter.

SUBJECT.

(Clause x & xv of the Schedule)

Revision of the Travelling Allowance Rules and rates in Mysore.

CIRCULATED TO THE MEMBERS OF COUNCIL.

By Order,

D. M. Narasey & Co

20th January 1916.

Secretary to Government.

Extraordinary Member of Council.

First Member of Council. Seen by First member 28.1.16

Second Member of Council. 25/1

GPB—1,000—28-8-14

C.60
13.1.16.

Subject.-(Clauses x & xv of the Schedule).

Revision of the Travelling -- Allowance Rules and rates in Mysore.

OPINION OF THE COUNCIL.

Draft Council res. Separately as revised today and brought up before another meeting. Draft may be circulated after ascertaining the views of Finl Secy.

12/1

Forwarded to Mr Shamanna for drafting Council resolution under the instructions of the Finl Secy. Secretariat should be ready to render necessary help.

12/1

Draft resolution submitted

Jesser) 13-1-16

Para 4

1) Invert the d. a. Table.

2) add inferior servants rates under D.A & mileage as under Ry para -

17/1

Jesser) Needed after necessary Corrections

Rates now proposed by Council.

What is meant by "new rates" in para 3 exception? 18.1.16

Under paras 1 & 3 a magistrate of this class getting pay above 150 gets mileage at 4 as while under para 4 he gets 5 as - there seems to be no difference

Is there any difference between the rates as recommended in the first three paras of the resolution & those in para 4 in respect of N. G. mofussil officers?

Jesser

The general rate of daily allowance may be as follow: ——

(a) 4as for every 25 Rs up to a limit of Rs 250

(b) Above Rs 250 & up to Rs 400, Rs 3 per day.

(c) Above Rs 400 & up to Rs 700, Rs 4 per day.

(d) Above Rs 700, Rs 5 per day, unless special rates are fixed :-

The rate of mileage may be as follow:—

Extract from the Proceedings of the 371st Meeting of the Council of His Highness the Maharaja, held at Bangalore on the 12th January 1916.

Subject :- (Clauses VIII and XV of the Schedule)

Revision of the Travelling allowance Rules and rates in Mysore.

OPINION OF THE COUNCIL.

1. The proposals of the Retrenchment Committee as slightly modified and agreed to by the Council on the 16th September 1911 as per paragraphs 1 to 30 of the Council Resolution on the subject may be approved with the following alterations.-

2.

Para of Council Resolution of 16-9-1911.	Para of Retrenchment Committee's report referred to.	Alterations now proposed.
6	13	The Registrar of Co-operative Societies for whom a daily allowance of Rs.5 was recommended may be allowed Rs.6.
14	29	In the Council Resolution the word "generally may be omitted.
15	30	This subject has been separately decided.
20	46	Article 596 Mysore Service Regulations may remain.

3. If the ~~new~~ rates as thus fixed prejudicially affect the travelling allowances drawn at present by any officers, they may not be applied to them so long as they continue in their present appointments. When they are transferred from their present appointments, the new rates applying to the appointments to which they are transferred should apply to them.

(38)
38

Exception.

Non-gazetted minsterial officers whose daily allowance depends on their pay and is not fixed at a definite amount may however be brought under the ~~new~~ rates as determined by paragraphs 1 to 3 of this resolution above ~~at once in consideration of the fact that the rule restricting their mileage allowances to actual expenses is abolished~~. In the case of these officers such rates are the same as those in para 4 infra.

4. In the case of all new appointments created hereafter the rates of travelling allowance may be automatically arrived at, according to the following scale :-

Rates of daily allowance.

(a) Rs.5 when the pay is over Rs.700, unless special rates are fixed.

(b) Rs.4 when the pay exceeds Rs.400 but does not exceed Rs.700.

(c) Rs.3 when the pay exceeds Rs.250 but does not exceed Rs.400.

(d) 2 annas for every 12½ rupees of pay or fraction thereof standing over up to a limit of Rs.250 for officers in Superior Service and subject to a minimum of 8 annas for other officers

(e) for inferior servants annas two if pay is less than Rs.12 and annas 3 ~~as~~ for others.

Rates of mileage.

8 annas if pay is over Rs.700.

6 annas if pay exceeds Rs.250 but is not more than Rs.700.

5 annas if pay exceeds Rs.150 but does not exceed Rs.250.

4 annas if pay is not less than 50 but does not exceed Rs.150 & in the case of all non-gazetted ministerial officers whose pay is not less than Rs 50.

3 annas if pay is not less than Rs.30 but is less than Rs.50.

2 annas if pay is less than Rs.30.

½ anna for persons in inferior service.

Railway fare.

139
2

Railway fare:

Double First Class for all officers entitled to a daily allowance of Rs.3 or more.

Double Second class for all officers getting a pay of not less than Rs.50.

Single Second class plus Single third class for officers drawing pay between Rs.30 and Rs.50.

Double third class for all officers in superior service whose pay is less than Rs.30.

Single third class for all officers in inferior service.

18.1.16.

19/1

28/1/16

(17 Fin
40

SUBJECT.-(Clause x & xv of the Schedule

Revision of the Travelling Allowance Rules and rates in Mysore.

ORDER OF [illegible]

(in Council)

The Dewan[x] was pleased to say that the papers might be submitted to Council with a D.S.N.

Forwarded to the Fin. Secy. with compliments for favour of needful action.

Dewan
3/2

Fl Secy) D.S.N is submitted
he
5/2/16

9/2

Part of fair draft
9/2

Fair draft forwarded
16.2.16

P.R.M.

Registered letter
10/2/16.

Dewan)
11.2.16

Fin No 1439.
4.4.16.

General and Revenue Secretariat.

S & A File No. 355 of 1910.

Immediate

Serial No.

This is the file relating to the General Revision of Travelling Allowance Rates and Rules. It is a long standing case about ten years old. A council resolution was passed on the subject in 1911 but some how or other the case did not progress further. In January 1916 after a great deal of preliminary work, the case was again placed before the council and the council after considering the matter fully recorded its opinion. In accordance with the Dewan Saheb's direction a submission note has also been put up. If the submission note is approved and orders of His Highness obtained this old file will be disposed of.

At this stage the Dewan Saheb's minute of 1st April 1916 came up for action. In this minute the Dewan Saheb desired that steps might be taken with a view of laying down some limit to the amount of travelling allowance which officers might draw amounts in excess of the limit requiring Government sanction. In taking action upon this minute of the Dewan Saheb the old file relating to the Genera Revision of Travelling Allowance rates and rules was linked up with the recent file relating to the fast journeys by motor cars. As this linking of the files is quite unnecessary and it is likely to delay further disposal of the case relating to the General Revision of Travelling Allowance rates

NOTE—Contn. sheet.

GPB—70,000—17-12-15

Serial No.

rates and rules I have separated this file and now submitted it to the Dewan Saheb for favor of approving the draft submission note that has been put up. It will be seen that the resolution of the council has was drafted under my personal supervision and has approved by the late First Member of Council and I have also satisfied myself by a thorough scrutiny that the draft submission note is in accordance therewith.

26/4/16

Dewan)

5824
27.4.16

I shall be glad to be favoured with the view of the present First and Second Members of Council o the general merits of the decision of the previous Council.

The Financial Secretary has taken considerable trouble to work up the question to this stage

There is no doubt that, in some cases, the rates of travelling allowances proposed are excessive and also that, in actual practice, there is a tendency in some class of officers to overdo the travelling; but it must also be remembered that th cost of living and transport have increased since the present rates were last fixed.

It will be much appreciated if a statement can be furnished by the Financial Department showi

taken and separate file opened for the purpose by

G P B—70,000—17-12-15

General and Revenue Secretariat.

S. & A. File No. 355 of 1910.

Serial No.

approximately the total expenditure on establishment and on travelling allowance, respectively, for the past 10 years and the ratio which the latter bears to the former, year by year during the same period.

The matter should be pressed to a decision.

1.5.16 RB

For perusal of Dewan's orders - hw.

Fl Secy).

Seen: Thanks.

M

4/5

hw 4/5

95
5.5.16.

1st Member)

My views on the several recommendations in the above note are as follows.

1. I do not agree with this. There should be a scale of Travelling Allowance & D.A. & R. there should be regulated by that scale. There should be five Classes.

800 & above		1st Class.
above 400	below 800	2nd Class.
above 250	below 400.	3rd Class.
50.	250	4th Class.
all others		5th Class

~~Subsidy should be as~~

413
9-5-16

Daily allowance. There should be as follows.
1st Class. 6 Rs. 2nd Class 5 Rs.

NOTE—Contn. sheet.

GPB—20,000—30-6-15

G. R. S. 12]

General and Revenue Secretariat. | SOA File No. 353 of 1910.

Serial No.

3 Class. 3 Rs. 4th 2-8

5th class - 4 as / mileage 25 Rs

Mileage like a tollas

1st - 8 as.
2nd - 6 as
3rd - 4 as.
4th - 2 as
5th - 1 ana

Note 12 a mileage like established

Railway fare / the above 5 - Class. will be
Double 1st for class 1 & 2
Double 2nd for class. 3 & 4
1 1/2 / 5th class. + D.A.

Theatre Rifles 1. 2. 3. 5-
2 mm / any 4 & 6 x 9
8. tallon my Scale.

Rule. Men adopted the upper
Immediate / when Wall 4 & hung
upper. Lower

When the lower upper are
cracked, the T.A should be used /

NOTE—Contn. sheet.

Serial No.

on the Scale adopted. based on Actual Emoluments Eg P. allowance &c allowance. —

The Hon'ble the rule would prejudicially in the case, an appendix of examples in the 4th rule may be used (in every case)

I agree generally that the Family allowance are here in lieu of certain Charges - & Even taking the amount actually drawn as adopted. The Commissioner of Police should be called by Govt order to pay compulsory Servants Charges - and the rule was suggested that the Govt Officer drawing more than Rs 4 may exceed say 1/4 of his pay the remaining Officers the Commissioner may be adopted

6.4

2nd Member

NOTE—Contn. sheet.

It has taken me some time to go through this bulky file.

The revisions proposed by the Retrenchment Committee as modified by the Council are based on a detailed study of local conditions and rules, and I generally agree to them. On a few points, however, I wish to offer one or two remarks.

(1) The rate of mileage of inferior servants may be continued at one anna as at present, instead of at half anna as proposed. In Madras and other British Provinces these men are (I understand) given one anna.

(2) In the case of non-gazetted officers the minimum daily allowance may be fixed at 4 annas instead of at 3 annas as now proposed. This alteration will affect only a comparatively small number of persons, those getting pay not exceeding Rs.12-8-0; and they appear to deserve this concession as their mileage is reduced from 4 to 2 annas. In Madras the minimum daily allowance of non-gazetted officers is 4 annas.

(3) As journeys on transfer involve greater expenditure than ordinary journeys on tour, it may be considered if some special rules should not be framed for such journeys as in British India.

The general scale proposed by the First Member is more or less arbitrary and does not appear to me to be suitable for several reasons:-

(1) For one thing, it does not follow any natural division in the scales of pay in Mysore. E.G. there are Assistant Commissioners getting 400 Rs or less and others getting more than 400 Rs. The rates of travelling allowance cannot very well differ in their cases.

(2) Again, the maximum daily allowance proposed to be given is only 6 Rs while Heads of Departments and Members of Government are now in receipt of more, and this is not desirable to reduce.

(3) Further, no distinction is made between inferior servants and clerks getting up to Rs.50; and between clerks getting 50 Rs and officers getting Rs.250. The scale would give mileage at one anna to a clerk getting Rs.45, which is obviously insufficient, while it would give a daily allowance of Rs.2-8-0 to a clerk on Rs.50, a rate which it is not considered necessary by the Council to give to a Deputy Amildar.

The general scale already proposed by the Council is more suited to the scale of appointments in Mysore and ma

47

be finally accepted with the slight modifications suggested by me.

The matter has been pending for several years, and its disposal becomes more complicated every time it is postponed I venture therefore to think that it may now be tackled and dealt with finally.

Mc Chandra Sekhara
7.6.16.

Dewan).

6580
12.6.16

These notes may be shown to the Financial Secretary, and the case brought up at a very early meeting of Council, with his definite replies to the points raised by the Members of Council.

20.5.16

FI Secy)

Replies to the points raised by the members of Council are given in the note appended. If the decision of the Council is communicated the draft submission note put up will be revised and resubmitted.

229/26.6.

Gl Secy)

C.S. 26/6

1st cy Recirculated

1152/27.6.16.

Secy. Board desires the note in Council

27.6. 27/6

Secy 27/6 27/6

1.7.16.

68
48

General and Revenue Secretariat. | S.A File No. 355 of 1910.

Serial No.	Points raised by Members	Reply by the Financial Secretary.
	First Member.	
	1. Adoption of a general scale of Travelling allowance rates to the existing and future appointments.	The scale suggested is not suitable to local conditions. An automatic scale is provided in the revised rules and it will be brought into effect in the case of new appointments.
	2. Requiring countersigning officers to carefully scrutinize marches.	The suggestion may be accepted.
	Second Member.	
	1. Mileage to inferior servants at ½ anna	In British India though the rate is given at 0-1-0 it is subject to certain restrictions. vide Rule I under Article 1065 Civil Service Regulations. I am for retaining the ½ anna rate. Since the certificate of actual expenses is proposed to be dispensed with, this rate cannot be said to be unfavourable. The cart hire usually paid is 0-2-0 a mile and the value of a seat is taken to be 0-0-6.
	2. Minimum daily allowance of Non-Gazetted officers being fixed at 0-4-0 instead of at 0-3-0	may be accepted
	3. Special rules for journeys on transfer. ...	May be considered separately after the general question is decided.

NOTE—Contn. sheet.

GPB—70,000—17-12-15

49

The Financial Secy should be requested to draft an answer in accordance with the resolution of the Council and with the following points:—

(i) Countersigning officers should be required to very carefully scrutinize marches.

(ii) The minimum d.a. for non-gazetted officers may be raised instead of $3.

3/8

Note:

The proposal of the First Member that when the t.a. of an officer exceeds say 1/4 the pay of his next higher officer should countersign the bill should be noted

2. The second member's suggestion that the scale of t.a. may be fixed for journeys on transfer should be brought up for reconsideration separately

D.M.C. 9/8

D.M.C.

M 3 8 38

Fin Secy)

D.M.C. 4/8

Fix also extreme limits for contractors orders for action separately

M 3/8

Ms Fin

Please put up this draft of a full G.O. with a brief D.S.N

M 8/8

A full G.O. with annexures containing Corrections to the M.S.R. and revised Appendix E a brief D.S.N are put up 12 Secy.

G. R. S. 12]

General and Revenue Secretariat. | SA File No. 353 of 1910.

Serial No.

(1) In para 2 (c) (iii), (iv), (v) (vi) there is reference to groups. Where are those groups mentioned either in the order or its annexure?

M

VB

(2) Also in Appx E why have names such as Vish Kamlayya? Under the order itself he will continue to draw the present rate until his appt^n is changed as per old Appx E so why should his name be included in the new Appx?

(3) Item 62 Asst Supdt Edn may perhaps be amplified as shown.

M VB

(4) Asst to the Mycologist & Entomologist should be omitted as the posts do not exist.

M

VB

(1) as directed in person. Annexure A containing groups of officers is put up.

2, 3 & 4. Have been attended to.

D-S.N and Disp- Over with Annexure F (sent) are put up.

6.11.16

23.11

1st Member

22/11

Groups approved

VB

NOTE—Contn. sheet.

30/11.16 Dewan

(GPH—70,000—7-12-15)

27/11/16

Confidential

51

Submitted to Govt Sec
- for

The Dewan has
passed the draft sub-
mission note, on the
question of the revisio
of the rates of tra-
-velling allowances re
-ferred to in these
papers; but before
sending the case u
to His Highness, he desir
you to kindly go thr
the draft & its ai
nexures & see if
they are all right
& may issue —.

B. V. Lawhman R
1. 12.

Note

File re abrogation of Article 594 (R) SR in which the Retrench-ment Committee's pro-posals are referred to, is

The draft requires alterations. vide N
put up. The Fin Sec myself will see
this draft & resubmit, if appr.

Yes. I should be obliged
if this is done.

23.1.17.

52

1. The rules regarding "Daily allowance" should come before the rules relating to "Travelling by railway" and "Road Mileage". The rates in the latter ~~has~~ two cases depend upon the amount of daily allowance to which reference is made in them.

2. In the Council resolution of January 1916, double third class fare is provided for all officers in superior service whose pay is less than Rs.30/-, but the approved draft states that they will get double intermediate class fare, if any, or double third class fare. The reference to intermediate class fare is unauthorized.

3. For officers in inferior service, the Council resolution provides for a single third class fare, while the draft says that they will get a single fare of the lowest class.

4. On 16th September 1911 it was resolved that a direction might be given in a Government order that officers entitled to travel in the 1st or 2nd class by railway were expected generally to travel in such class. On 12th January 1916 it was resolved that the word "generally" might be omitted. In the draft now under consideration, the Financial Secretary has substituted "invariably" for "generally".

5. (a) According to the Council resolution of January 1916,

5 (b) According to the draft:-

P.T.O.

Draft

Council resolution

According to the draft, V. the rate will be two annas for every Rs.12-8-0 or fraction - thereof subject to aminimum of annas four and a maximum of - Rs.2-8-0. (This will apply even to a ministerior officer drawing Rs.300/-.

2 annas for every Rs.12½ of pay or fraction thereof standing over up to a limit of Rs.250/- and subject to a minimum of annas 4 for officers in superior service not already referred to- (To a Ministerial officer drawing Rs.300/- and not already referred to, this rule will not apply).

6. In the para of the draft just referred to, "Superior Officers" may be substituted for "Superior servants".

7. In describing what portions of the Hassan District would be treated as Malnad, the following words have been omitted between "the Yagachi river" (occurring first) and "(i.e.Alur Sub Taluk).-

"and the Belur -Chickmagalur road, portion of the Hassan Taluk" lying west of the Yagachi river".

These words should be inserted in the draft now.

8. In treating of road mileage, in the body of the order provision is made for officers entitled to a daily allowance of more than Rs.4 and of rank higher than senior Assistant Commissioners,

and also for Assistant Commissioners and other officers grouped with them,

but no provision is made for officers entitled to a daily allowance of Rs.4 and of the rank of a Senior Assistant Commissioner.

9. The recommendation of the Retrenchment Committee which was approved on 16th September 1911 and again on 12th January 1916 was that inferior servants might be allowed half an anna a mile in all cases of road journey exceeding ten miles but in the draft there is no ~~difference~~ reference to this limit of ten miles.

10. In treating of railway fare under the heading "General", it is said that double intermediate class, if any, or third class will be allowed to all officers in Superior Service whose pay is less than Rs.30/-. The introduction of the word "intermediate" in this rule appears unauthorized.

11. In the annexure A the names of various officers do not find a place e.g

Private Secretary to His Highness,

Director of Industries,

Superintendent, Revenue Survey

Deputy do. do. do.

Vice Chancellor, Mysore University

Registrar do.

Chief Electrical Engineer,

Assistant Chemist

Assistant Examiner, P.W.D.

Forest Settlement Officer

Munsiff, 3 class

Honorary Organizors of Co-operative Societies.

55
55

12. The designation "officer in charge of Archaeological Researches" should be omitted; and "Director of Archaeological Researches" inserted in the proper place.

13. The Office of the Deputy Registrar of Co-operative Societies should be shown in its proper place and that of Assistant Registrar omitted.

14. The Deputy Inspector of Mines is grouped with Senior Assistant Commissioners, but according to the Council resolution he ought to be classed with Assistant Commissioners.

15. ~~Rural~~ Several offices which are not set forth in the council resolution have been included in the annexure:-

Serial Nos.74, 78, 79, 80, 85, 86, 87, 90, 91, 93, 96, and several officers of the Railway branch.

These exist & mg Stand. They are newly constituted.

Draw 23/1

Draw 23/1

G. R. S. 12]

General and Revenue Secretariat.	File No. 353 of 1910.
Serial No.	Forwarded with compliments to Mr. K. L. Datta for favour of remarks.

By order,
For Secy to Govt.,
Gen. Deptt.

G. A. No. 1138/12

GPB—70,000—17-12-15

MR 1481-168/B/6/13

Office of the Special Officer, Bangalore.

G.R.S. III—3]

Routine Notes.

[To be used only for notes, requisitions, etc., not intended for permanent record.]

T.S.O 138 16.6.17

File relating to the revision of travelling allowance rates is herewith returned with a printed copy of the note "Countersignature of Travellin Allowance bills and Travelling Allowanc Rules."

K. L. Datta
Special Officer.

Bangalore,
16th June '17.

To

The Assistant Secretary,
Financial Branch.

Rec'd. 18.6.1917.

first step). May be circulated to the first and second members of council. Opinion of the 7th step may also be obtained on Mr. Datta's proposal.

18
18-6-17

N.B.—Should routine notes be written on small slips, the notes must be copied, or slips pasted on this form.

W.D. 84—GPB—60,000—20-7-16

Opinion recorded: vide page 2 of the note.

18/9.7.17

Vide Note for orders
18
10/7

Second step): 18/9.7.17

No. 34.

COUNTERSIGNATURE OF TRAVELLING ALLOWANCE BILLS AND TRAVELLING ALLOWANCE RULES.

COUNTERSIGNATURE OF TRAVELLING ALLOWANCE BILLS AND TRAVELLING ALLOWANCE RULES.

CONTENTS.

	PARAS
Absence of uniformity in regard to countersignature of travelling allowance bills of Heads of Departments	1
Countersignature of travelling allowance bills of Heads of Departments not desirable on general grounds	2
Countersignature—an undesirable step as it tends towards centralisation ...	3
Possibility of putting a stop to abuses of travelling allowance rules by other means ...	4
Too liberal rates of travelling allowances are the main cause of abuse	5
Countersignature not a suitable remedy	6
Both countersignature and submission of journals unnecessary	7
Control more effective by means of countersignature than by means of journals ...	8
Reduction of rates of travelling allowance and definite rules for regulating tours are best means of stopping abuses	9
Present rates of road mileage leave a large margin of profit	10
Instances of rapid marches	11—14
Necessity of altering definition of road mileage	15—17
Revised rates of road mileage proposed	18
Discontinuance of some special concessions now granted in Mysore contrary to British Indian practice	19—24
Revised rates of daily allowance proposed	25—26
Rules for regulating tours of officers	27—28
Instance of a case in which countersignature failed as an effective check ...	29
If check considered absolutely necessary it should be by means of quarterly programmes	30
Delay in the payment of Travelling Allowance Bills	31
Present rules for countersignature	32—34
New rules proposed for countersignature	35
Revised rules of travelling allowance proposed by Government	36
Mysore rules for travelling allowance though based on Government of India rules, are more complicated	37
Present and proposed rates inequitable as same rates are allowed for journeys on tour as well as those on transfer	38
Government of India policy in regard to rates for journeys on transfer	39—41
British Indian rules not suitable as a model	42
Rates of travelling allowance proposed by me	43
Rates for journeys on transfer	43 (*a*)
Rates of daily allowance	43 (*b*)
Rates for journeys by rail	43 (*e*)
Rates for road mileage	43 (*f*)
Proposed restrictions on road mileage rates	43 (*h*)
Desirability of giving permanent travelling allowance to some officers	44
Necessity of fixing headquarters of some officers...	45
Desirability of redrafting the whole of the travelling allowance rules	46

No. 34.

SUMMARY.

At present, the travelling allowance bills of most Heads of Departments do not require countersignature. Countersignature is required only in the case of the travelling allowance bills of a few Heads of Departments. The rule should be uniform.

2. On general grounds, I think it is not desirable to require travelling allowance bills of Heads of Departments to be countersigned.

3. At present, Heads of Departments are required to submit monthly journals of the travelling done by them. I do not think this serves any useful purpose. I suggest that, as a substitute for the submission of monthly journals and of countersignature, Heads of Departments should be required to submit quarterly programmes of the tours proposed to be undertaken by them, showing the offices which they propose to inspect and the time which they propose to spend on the inspection of each. This would enable Government to exercise a better check over the tours of Heads of Departments than either countersignature or the scrutiny of monthly journals.

4. An examination of the travelling allowance bills of Heads of Departments shows that the rules for travelling allowance are frequently abused by making rapid journeys by means of motor cars. The only effective means of stopping these abuses is to reduce the rates of mileage allowed for journeys for long distances in excess of a certain maximum number of miles travelled on one day. I propose that the full mileage rate be allowed for journeys only up to 40 miles a day and that half the rates be allowed from 40 to 60 miles and that no mileage allowance be allowed in excess of 60 miles travelled in one day.

5. Definite rules should be laid down to regulate the tours of officers, *i.e.*, every officer should be required to be on tour for a minimum number of days in the year and the minimum interval after which each office under his jurisdiction should be visited should also be fixed.

6. Some special concessions are allowed to Mysore officials, contrary to the practice followed in British India. These concessions should be withdrawn.

7. At present, there is a great delay in the payment of travelling allowance bills, specially of subordinate officers. The new rule abolishing pre-audit of travelling allowance bills will not completely stop this delay as it is in a large measure due to the rule which requires, except in a few cases, all travelling allowance bills to be countersigned by the Heads of the respective Departments. I, therefore, propose that in future the power of countersigning ravelling allowance bills should be delegated to all gazetted officers in regard to their subordinate officers. Their own bills as well as those of their establishments should however be countersigned by their immediate superior, though the latter may not be the Heads of their Department.

8. Travelling allowance bills of gazetted officers and their establishments should be drawn once a month in one bill. This will prevent the long delay which at present takes place in the preparation of travelling allowance bills of non-gazetted officers and will also reduce the work in the Audit Office.

9. The revised rules proposed by Government in regard to rates of travelling allowance, do not go far enough. They will still be subject to various anomalies the most noticeable one being one set of rules for existing appointments and another set for all new appointments. I therefore venture to suggest some alterations in the proposed rules. The first change which I suggest is that the rates of travelling allowance for journeys on transfer should be raised.

c t a b

10. The rates should, in all cases, be based on the rates of pay drawn by the officers concerned, with only one exception namely, in the case of subordinate executive officers whose appointments are divided into grades. In such cases the rates should depend not on the pay actually drawn by the officers, but on the maximum pay of the highest grade of the appointment held by them.

11. It is desirable to give permanent travelling allowances to some officers whose work consists mainly of touring and in whose case it is not possible to place restrictions on travelling, which seems to be done at present more with a view to run up their travelling allowance bills, rather than to do useful work. In these cases, it would be better to give the officers, fixed rates of travelling allowance and to require them to be on tour for a minimum number of days in a month and to cover the whole of their jurisdiction within a minimum period say six months.

12. In some cases, the headquarters of officers are, at present, fixed at stations outside their jurisdictions. In these cases, it leads to a considerable amount of extra expenditure in travelling allowance. In such cases, the headquarters should be fixed within their jurisdictions.

13. At present, the travelling allowance rules number 114 in the Mysore Service Regulations. They appear to me to be very elaborate and unnecessarily complicated. I think it should be possible to draft a set of simple rules, based on the proposals contained in my note. I am confident that it is possible to reduce the rules to half their present number and to make them very much more simple than they are at present.

14. Lastly I would suggest that Government should discourge applications for special rates of travelling allowance or for the redress of special grievances in regard to travelling allowance. The rates even after the reductions proposed will be quite liberal and will leave a sufficient margin of profit to all concerned.

NOTE BY THE FINANCIAL SECRETARY.

---

1. In the detailed note I have given my opinion on all points.

2. I would very strongly recommend that the proposals regarding modifying rules and rates of travelling allowance worked up in the Retrenchment Committee and approved by Council after prolonged and repeated discussions be immediately submitted for His Highness's sanction. A council resolution and a draft submission note prepared in the financial department is on the file. From Mr. Datta's note it would appear that Mr. Datta agrees with all those proposals as far as they go.

3. In some cases Mr. Datta would reduce the rates still further and makes the rules less favourable. After the proposals approved by the Council are finally sanctioned and brought into effect Mr. Datta's proposals for further reduction and his other suggestions can be considered.

4. My earnest representation is that the changes which have already been approved by Council and about which all responsible parties are agreed need not be further delayed.

9.7.17

COUNTERSIGNATURE OF TRAVELLING ALLOWANCE BILLS AND TRAVELLING ALLOWANCE RULES.

Absence of uniformity in regard to countersignature of travelling allowance bills of Heads of Departments.

Under existing rules, the travelling allowance bills of most Heads of Departments in the State do not require countersignature. In a small number of cases such as those of the Director of Agriculture, and the Registrar of Co-operative Societies, their travelling allowance bills require countersignature. There is no doubt that the rule on the subject should be uniform and that all Heads of Departments should be treated alike. To secure this object two courses are open.

(*a*) To dispense with countersignature in the case of the travelling allowance bills of those Heads of Departments whose bills at present require countersignature, or

(*b*) to require countersignature in the case of travelling allowance bills of all Heads of Departments including those whose bills do not require countersignature at present.

Countersignature of travelling allowance bills of Heads of Departments not desirable on general grounds.

2. I am opposed to the second course as a question of principle and in my opinion, it should not be adopted if it can possibly be avoided. To require the travelling allowance bills of such high officers as those occupying the position of the administrative head of any department of Government is undoubtedly a step in the direction of centralisation. It shows a want of confidence almost in the honesty of the officers concerned which must not only be galling to themselves but must make them lose their prestige in the eyes of their subordinates to an extent which cannot conduce to efficient administration.

Countersignature an undesirable step as it tends towards centralisation.

3. One of the undesirable features of the system of administration followed in the Mysore State appears to me to be the tendency in every important matter to centralise all authority in Government while the tendency throughout the world seems to be towards decentralisation in every direction possible. Centralisation takes away the initiative from officers in whom the administration of the country is directly vested and on whose initiative its progress must to a large extent depend. It strikes at the root of the confidence which should be reposed in departmental officers and which alone can beget confidence in themselves and enable them to assume the responsibilities of their position. Centralisation can only induce them and in a manner actually helps them to shirk their responsibility.

Possibility of putting a stop to abuses of travelling allowance rules by other means.

4. To require the travelling allowance bills of all Heads of Departments would therefore, in my opinion, be justified only if Government receives convincing proof that the travelling allowance rules are habitually abused by Heads of Departments and that there is no other way to stop such abuse. The first thing to do is therefore to find out whether the rules are habitually abused. With this object in view, I have examined the travelling allowance bills of all Heads of Departments drawn in the year 1915-16 and I submit abstracts of these bills of all Heads of Departments. I regret very much to find that they bear evidence of such abuse. This being so, the next question for consideration is whether countersignature would put a stop to such abuse and whether it is not possible to put a stop to it in any other way.

Too liberal rates of travelling allowances are the main cause of abuse.

5. This leads to the question what is the cause of this abuse. I am of opinion that the principal cause of the abuse is the fact that the present rates of travelling allowance allowed to officers are too favourable and they induce an officer to spend the total budget grant allowed to him by being on tour during the shortest time possible and thus make a substantial addition to his income after meeting all necessary expenditure involved by the tours. It is a fundamental principle of the travelling allowance rules that travelling allowance should not be a source of profit. If the rates of travelling allowance are revised so as to prevent travelling from being a source of profit, rapid travelling would be stopped, but there might be a risk of curtailing tours of officers which are essential for the efficiency of administration The remedy for this is to prescribe definite rules for regulating the tours of officers.

Paras 1-7.

I agree that countersignature of travelling allowance bill of heads of major departments is not necessary. For minor Departments, e.g., Printing, Botanical, Amrut Mahal, Archaology, Meteorology, etc., special rules should be laid down for countersignature.

6. Countersignature of travelling allowance bills is intended to serve two objects. First, to ensure that the journey was necessary and was performed in a manner so as not to involve a larger expenditure than the occasion demanded and second, that officers make the tours which are necessary in the interests of the public service, that is, that the tours to particular stations are neither too frequent nor too restricted. In the case of high officers like Heads of Departments, neither of these objects can be attained by countersignature. Except in cases showing flagrant abuse of rules it would be extremely delicate for the countersigning office to disallow or even to reduce the travelling allowances claimed. This is clear from the fact that disallowances have seldom if ever been made in countersigning bills in the past. In this connection the question arises to whom the duty of countersigning these bills should be assigned. It would be altogether wrong in principle to require the bills to be countersigned by Secretaries to Government. Their position is lower than that of Heads of Departments and it would be far better to require the Comptroller to pass these bills without countersignature than to require them to be countersigned by Secretaries to Government. If they are to be countersigned at all, such countersignature should be required to be made by Members of Council themselves. Though Secretaries can actually sign for the Members of Council, the latter must approve of each bill personally. I am however doubtful if such a course is really desirable. In the first place, it is doubtful if it would be legitimate to employ Members of Council on this kind of work and if the trouble which it would throw on them and the time they will have to spend will be commensurate with the saving or the efficiency of the service secured. In the second place I am not sure whether even Members of Council would not feel great delicacy in disallowing any amounts claimed or even in reducing them when they are at sanctioned rates.

Countersignature not a suitable remedy.

7. I do not therefore think countersignature would really secure the object aimed at. It has been ordered in G. O. No. 143—E A. G., dated 24th August 1916, that Heads of Departments should submit monthly journals showing the tours actually made by them. The submission of both journals and travelling allowance bills would mean nothing but duplication of work and there is no doubt that both courses should not be prescribed.

Both countersignature and submission of journals unnecessary.

8. In order to enable Government to exercise a check over the travelling allowance of these officers one of the two courses should be adopted and not both. As I have said above, I am opposed to either course but, as between the two courses, countersignature will certainly be more effective. If journals are prescribed, an examination of these by Members of Council would amount to the same thing as countersigning the travelling allowance bills themselves. But, it would be less effective inasmuch as there would be no gaurantee that the journals submitted would correspond exactly with the details given in the travelling allowance bills. It is possible that travelling allowance bills may include claims which would not always be included in the journals and there would be no means of detecting these discrepancies. Heads of Departments can of course be depended upon to see that no claims included in the bills are omitted from the journals. But still there might be unintentional discrepancies between the two and as the journals would not go to the Audit Office, there would be no means of knowing that they corresponded with the bills actually drawn. The submission of journals would not thus solve the difficulty satisfactorily, while the necessity for their submission must cause the same amount of irritation as the submission of travelling allowance bills for countersignature and will be taken as an indication of a lack of trust in the officers who are required to submit them.

Control more effective by means of countersignature than by means of journals.

9. I am therefore of opinion that the only solution of the difficulty is to reduce the rates so as not to leave a large margin of profit and to lay down some rules for regulating the tours of the officers concerned. The principal means by which officers increase the amount of their travelling allowance bills is by making rapid marches by means of motor cars. Rapid journeys by motor cars have their undoubted advantages as they reduce the time wasted in locomotion and enable officers to devote more time to their actual inspection work. But these rapid marches are liable to be very seriously abused. The actual cost of locomotion by motor cars is only a fraction of the

Reduction of rates of travelling allowance and definite rules for regulating tours are best means of stopping abuses.

mileage admissible under the rules and the temptation to make considerable profit by means of these rapid marches is very great and such temptation can hardly be resisted by many officers even in high position, so much so that even where journeys can be more conveniently performed during the night by means of the railway, many officers have no hesitation in making the journey by their own motor cars during the day on some pretext or other with the sole object of making a profit, overlooking the fact that such journeys have generally to be made during day light and a considerable amount of valuable time has to be wasted in the journey itself.

Present rates of road mileage leave a large margin of profit.

10. There are few Heads of Departments now, who perform their journeys by road otherwise than by motor cars. It is therefore necessary that the rules regarding the allowances admissible to officers using motor cars should be revised. The general rules were framed at a time when motor cars were not in use, and the rates of allowance were fixed to cover the expenses of travelling by the now almost obsolete means of conveyances. With motor cars, officers are now able to travel long distances at considerably less cost than formerly and are also enabled to move without their camp equipment and sometimes even without any substantial quantity of personal luggage or any personal servants. As a matter of fact, it is not possible to take camp equipment with them when officers move rapidly by means of motor cars. The expenses of such journeys are thus considerably less than before and as the rates have been prescribed on the presumption that it is necessary for officers to move with a large quantity of personal luggage and some personal servants, these rates should be revised when it is found that in actual practice officers do a large amount of their touring work by motor cars which cannot possibly cost them anything like the amounts admissible under the existing rules. Officers travelling 50 to 80 miles or more in one day leave the bulk of their personal luggage in some central place from which they proceed to the place of inspection and return on the same day. If they leave headquarters and return to it the same day, it is still better for them as it becomes quite unnecessary to carry any personal luggage whatever except what can be carried in the car as it is always possible to time the hours of departure and return so as to avoid the necessity of carrying any personal luggage. Travelling by motor cars is therefore comparatively inexpensive and is limited to the cost of petrol, the wear and tear of tyres and the general depreciation in the value of the car. A committee of some experts of the Government of India some years ago estimated the cost of journeys by a motor car at four annas a mile including the cost of petrol, the wear and tear of tyres, the necessary repairs to a car and the depreciation in the capital value of the car. With the rise in the price of petrol, the cost may now be taken at five annas. That this is not an underestimate will be clear from the fact that in most parts of India, motor cars can be hired for eight annas a mile for comparatively short distances and when hired by the day the charges are less. Journey along roads well maintained, to which officers using motor cars generally confine themselves is not therefore as costly as other journeys for which the travelling allowance rates and rules provide. When the cost is materially less than the cost by ordinary conveyances it is necessary that separate provision should be made to regulate the allowance admissible for such journeys.

Instances of rapid marches.

11. The Inspector-General of Police for instance performed the following journeys:—

	Miles.
26th November 1915, Mysore to Sultanpet and on to Malvalli ...	79
27th November 1915, Malvalli to Talkad, etc., and back to Malvalli ...	58
28th November 1915, Malvalli to Maddur, etc., and on to Bangalore ...	65
30th November 1915, Bangalore to Archikhalli, etc., and on to Mysore	86
	288

12. For the four days the officer drew an allowance of Rs. 216 or Rs. 54 a day. The rate of twelve annas a mile drawn by him for these journeys is the rate allowed to him for travelling with camp equipment and this rate is intended to provide for his expenses if he had travelled by ordinary conveyance and carried camp equipment his personal luggage and servant with him. When such rapid marches are made by motor, the actual expenditure involved is considerably less than what is admissible under the rules.

c t a b

Between the 6th and the 10th January 1916 the same officer travelled no less than 317 miles or about 63 miles a day on an average and in one day he covered a distance of 90 miles.

13. Then again, the police stations, outposts, village beats between Bangalore and Mysore were said to have been inspected by him as often as half a dozen times during the same year, and whenever the officer had to proceed to Mysore and return therefrom, he seems to have preferred road journey with a view to inspect the police stations and outposts.

14. In the case of the following journeys made by the Inspector-General of Education there was no camp equipage maintained nor is it likely that the officer carried any personal luggage other than what could be taken along with him in his car. The expenses of these journeys must have been confined to the petrol that was required for the car. As such, the allowances admissible were largely in excess of what the officer could have actually spent on such journeys :—

	Miles.
August 27th, 1915, Bangalore to Athibele and back	39
September 15th, 1915, Bangalore to Anekal and back	44
March 30th, 1916, Bangalore to Magadi and back	57
April 14th, 1916, Bangalore to Krishnarajapuram, Madhalli, Vartur, Gunjur, Agara and back to Bangalore	28
April 26th, 1916, Bangalore to Hebbal, Chikjala, Devanhalli, Vadigenhalli, Jangamkote, Sulebele, Hoskote and back to Bangalore ...	52
Total ...	220

15. The question also arises whether it is possible to inspect such a large number of police stations or schools in one day after such long journeys. At any rate it is extremely doubtful if such hurried inspections serve any really useful purpose. These rapid journeys lead irresistably to the conclusion that they were performed more with the object of earning the travelling allowance than with the object of making the inspections with a view to administrative necessity.

Necessity of altering definition of road mileage.

16. Instances like those which I have cited above are quite common in the bills of most Heads of Departments. Some are satisfied with the ordinary rate of eight annas per mile but others go a step further and claim a mileage rate of 12 annas on the ground of having carried camp equipment with them. Formerly, camp equipment was defined in the Mysore Service Regulations as tents and requisites for pitching and furnishing them, but by correction slip No. 32, dated 26th January 1916, the definition has been amended and camp equipment now means not only tents but any article of camp furniture. If therefore an officer carries a single folding camp chair, table or bed, he becomes entitled to a mileage of 12 annas per mile. Thus on the 9th December 1915, the Excise Commissioner travelled a distance of 105½ miles and inspected Excise shops, Sub-Registrars' offices, Excise Range offices, Taluk offices, Bonded Depots and Date groves and claimed mileage at 12 annas a mile for having travelled with camp equipment. The claim is, on the face of it, most outrageous but still the Audit Office passed it as it was admissible under the rules. Even if the Audit Office had questioned the claim, the officer would probably have replied that he had carried some article of furniture at the back of his car. It was of course impossible that he could have carried any real camp equipment over this enormous distance in a single day by any other means of conveyance. I would therefore suggest that the old definition of camp equipment should be reverted to. Since writing the above, I have found that Government have decided to discontinue the special rate of 12 annas altogether.

17. I think I have said enough to show that the facilities now available to officers to cover enormous distances in a single day by means of a motor car and the high rates of mileage at present allowed act as a great temptation to all officers who can maintain motor cars of their own, to make these rapid marches and to make a profit. The practical result is not only a loss to the State in the shape of the ever growing charges for travelling allowance, but also a serious loss of the valuable time of these highly paid officials spent in nothing but performing these rapid journeys by motor cars. The so called inspections and tours are nothing

Paras 8-18.

I agree with the suggestion para 18 - Vide 43(b) infra.

Para 19.

The principles on which the present rules are based are apparently these:-

(a) A provincial officer makes longer tours and has to carry more luggage and takes with him more servants.

(b) District Officers can maintain in most cases ~~and~~ do maintain their own kit carts and carts, carriages or horses for travelling. The provincial officer has to hire -- everything (except perhaps his own conveyance when he travels by motor.)

If Government, however, decide to take away the concession I see no objection from the financial point of view.

but a farce and the State instead of deriving any real benefit from them loses seriously not only in money but also in efficiency of administration. I doubt if in many of the cases the countersigning officer could have disallowed the allowances claimed.

Revised rates of road mileage proposed.

18. In my opinion, the only way to stop these rapid marches is to reduce the rates of allowance. I would therefore rule that for the first 40 miles of a road journey performed by any officer on the same day the rate of mileage should be 8 annas as at present, but if an officer performs a journey more than 40 miles on any date, the rate for the journey in excess of 40 miles should only be 4 annas a mile up to the 60th mile and beyond that no mileage should be allowed at all. Thus if an officer travels 50 miles the mileage would be Rs. 20 for the first 40 miles and Rs. 2-8-0 for the next 10 miles or Rs. 22-8-0. If he travels 60 miles the allowance admissible would be Rs. 20 for the first 40 miles and Rs. 5 for the next 20 miles or a total of Rs. 25. This would not certainly involve any loss to the officer concerned, but would discourage rapid marches performed solely with the object of raising the amount of the travelling allowance bill. It might stop travelling more than 60 miles a day but that would be a very good advantage secured by the State. Ordinarily there must be many offices within 60 miles from the starting point and the officer should not proceed further on the same day without inspecting these offices. If in very exceptional cases the officer finds it necessary to proceed to a greater distance by road than 60 miles in one day, he will still get Rs. 25 for the journey which is quite enough to cover his expenses.

Discontinuance of some special concessions now granted in Mysore contrary to British Indian practice.

19. Then again the following special concessions which are not allowed to officers in British India are allowed to officers in Mysore.

Article 592 of the Mysore Service Regulations provides as follows :—"As a special rule, officers whose duties ordinarily require them to travel throughout the State and those who have been transferred from one place to another, as well as Hospital Assistants and Assistant Veterinary Inspectors, travelling on duty, may draw mileage even for marches of not more than twenty miles a day. Non-Gazetted officers and menial servants accompanying or travelling under the orders of the first-named officers are also entitled to this privilege."

So far as officers transferred from one place to another and Hospital Assistants and Assistant Veterinary Inspectors, travelling on duty and non-gazetted officers and menial servants accompanying or travelling under the orders of gazetted officers are concerned, the concession may be allowed to continue. But in the case of non-gazetted officers and menial servants it should be made a rule that the concession to them will be allowed only when they travel in separate conveyances and not in the same conveyance as the officer himself. A certificate should be required that the non-gazetted officers and menials travelled in a separate conveyance. As regards gazetted officers themselves whose jurisdictions extend over the whole State, I see no reason why they should be allowed any special concession. The general principle underlying the travelling allowance rules is to grant every touring officer a daily allowance which is expected to cover all expenses of the officer concerned including cost of journeys not exceeding 20 miles during the day. When he travels a shorter distance than 20 miles by road, he is given no other allowance. It is only when an officer travels more than 20 miles that he is allowed to exchange his daily allowance for road mileage, or railway fare. The daily allowances are thus fixed so as to cover all expenses of travelling when the distance travelled on any day does not exceed 20 miles. There is no reason why an officer required to travel throughout the State should be allowed mileage even for journeys of less than 20 miles. The cost of journeys of a Provincial Officer for himself, his servants and kit cannot be different from that of an officer of corresponding rank whose jurisdiction is limited to one or two districts. The cost of travelling depends upon the locality and the distance travelled and not on the extent of the jurisdiction of the officer. It therefore seems to me that the special concession which this article gives to Provincial Officers should be withdrawn. The rates of travelling allowance allowed are very liberal and concessions of this kind are directly opposed to the fundamental rule that travelling allowance should not be a source of profit.

20. Under Article 539, an officer having to travel by railway over a distance of not less than 20 miles in a single journey and sending by railway the conveyance required for his

bona fide use at the end of such journey is entitled in addition to his ordinary allowance to the actual expenses of sending such conveyance.

21. Under Art. 535 (*d*) an officer is entitled to road mileage for a journey between two places connected by rail, if it is deemed to be in the interests of the public service to make a road journey for purposes of inspection. Under this article road mileage has been allowed even in cases in which there was no inspection to be done on the way but only on the ground that valuable time would have been lost if the officer had to regulate his journey with the train service. Such a concession is never allowed in British India and in my opinion it should not be allowed in Mysore also. Once it is allowed, every officer having a motor car will claim mileage in lieu of Railway fare on the pretence of avoiding waste of valuable time. The principles enunciated in G. O. No. Finl. 4729-78—S. & A. 332-15-1, dated 15th March 1916 appear to me very sound and should in my opinion be very strictly followed. The Government of India follow it as a principle never to make any special exceptions to any rules in the C. S. R. except on grounds of absolute necessity and are therefore seldom troubled with special applications.

22. In Madras the mileage limit for the grant of such actual expenses is 30 miles and they are not allowed except in special emergencies for sending horses or motor car by rail on a journey of less than 30 miles to or from headquarters. [*Vide* para 12 (*b*) and 13 (*d*) on pages 156 and 157 of the Madras Supplement to Civil Service Regulations.] The limit should be raised in Mysore also to 30 miles as in Madras.

23. *Article 567* (*c*). "When Government tents are used partly for office and partly for private purposes, the officer so using them must pay half the cost of carriage or a rent of one rupee a day for a double pole or larger tent and half a rupee a day for a single pole or other tent whichever sum may be less.

Note.—The carriage charge payable is for the whole journey while the rent to be paid is for the day or days during which the tent is used partly for office and partly for private purposes."

24. In British India the cost of carriage is invariably shared by the officer and the Government equally in such a case. While, the cost of carriage paid by the State is usually considerable, the amount paid by the officers in the shape of rent, which alone is the amount recovered according to the rules in Mysore, forms but a very small part of the charges incurred on the carriage of tents. As the increased mileage allowance allowed to an officer is intended to meet such charges, there is no reason why the officer should be exempted from the payment of his share of the cost bearing in mind the fact that Government allows him an increased rate of mileage to meet the very charges. The rates of daily allowance allowed are also exceptionally high specially if it is borne in mind that the pay drawn by officers in Mysore Service is smaller than that of officers of the same rank in British Service. The first rule in the travelling allowance code as contained in Article 995 of C. S. R., runs as follows.—"Travelling allowance is given to an officer to cover the actual expenditure incurred by him in travelling in the interests of the public service. It is a fundamental principle that the allowance is not to be a source of profit."

Since writing the above, I find that Government have decided to abolish the higher rate of mileage for travelling with camp equipment, this being so, no change is required in this rule.

Revised rates of daily allowances proposed.

25. The "actual travelling expenses" is defined in Art. 13 of the C. S. R., to mean the actual cost of locomotion for an officer himself, his servants and personal luggage but, not including charges for hotels, dak bungalows or refreshments or for the carriage of stores or conveyances or for presents to coachmen nor any allowance for such incidental losses or expenses as the breakage of crockery, the wear and tear of furniture, the entertainment of additional servants and the like. In view of this definition, the actual expenses of an officer making a halt at any station in Mysore cannot possibly be anything like the allowances granted. If the charges which are definitely declared to be excluded from the actual expenses of an officer are really excluded, the actual expenses of an officer halting at any station in Mysore cannot amount to even a fraction of the daily allowance granted. I would therefore propose that with the exception

Para 25.

daily I am not prepared to go so far as to recommend that rates of ~~travelling~~ allowance for heads of departments should be reduced to Rs. 5 or Rs. 6. The rates have been carefully revised several times and proposals are already before Government.

Surely heads of departments also have position and prestige to maintain. It requires rather a fine calculation to say that Rs. 7-8-0 is too much for maintaining them and a reduction of -- Rs. 1-8-0 is called for.

Para 26.

A scale of ~~travelling~~ daily allowance depending on pay has been prescribed in the recommendations now before Government for future appointments.

Para 27.

I agree. Probably definite rules already exist for most departments.

Para 28.

This does not tend to shew that they are seriously bent on making much travelling allowance by performing fast journeys by motor or otherwise.

of Members of Council no officer should be allowed a daily allowance of more than Rs. 5. In the case of Heads of Departments the allowance may be Rs. 6 at the most, though personally I think their allowances also ought not to be higher than those allowed to Deputy Commissioners because their expenses according to the definition quoted above cannot be higher. In British India no officer who is paid anything like the pay of the Head of a Department in Mysore, draws a rate higher than Rs. 5. The question of Members of Council is perhaps different. Because, though their pay is not very high, their position entails a lot of extra expense on them when visiting outstations, and they have to maintain the prestige of their position and the present rate of daily allowance of Rs. 10 may continue. The Secretaries to Government, the Comptroller and all Heads of Departments should draw only Rs. 5 or Rs. 6 at the most. In British India the ordinary rule is that all officers whose pay exceeds Rs. 500 draw a daily allowance of Rs. 5 only, and it is only in exceptional cases where the officer holds a high position and draws a salary of something like Rs. 1,800 or more that he is allowed Rs. 6 and in some cases Rs. 7-8-0. In all these cases the daily allowance is expected to cover the cost of locomotion also; because officers not unfrequently travel less than 20 miles. In Mysore however Heads of Departments are allowed to draw mileage practically for all journeys and the full daily allowance is allowed to cover only the expenses of halting. Except Members of Council there are hardly any other officers in Mysore whose salaries are so high.

26. Moreover in British India the rates of daily allowance for tours are high and are intended to cover the losses which officers have to incur when transferred from one place to another. The Government of India have had under their serious consideration whether the allowances granted to officers when transferred from one place to another cannot be increased and the allowances granted for tour cannot be reduced, but the extra expenditure which will be involved by such a change in the rules is so large that the Government of India have had to shelve the question for consideration when times become more prosperous.

These arguments do not however apply to Mysore. The extent of the province is very small and transfers do not involve that amount of heavy expenditure which is involved in British India where even in the case of the Provincial Governments their jurisdiction is very much larger than Mysore and in the case of officers of Imperial Departments transfers in many cases involve journeys of more than a thousand miles. Finally the high rates of allowances in Mysore referred to are mostly given to officers who are not liable to transfer at all, and have no justification for being allowed such high rates of allowance. For these reasons I would make it a rule that all officers whose pay exceeds Rs. 800 a month should get a daily allowance of Rs. 5 only, those whose pay is between Rs. 500 and Rs. 800, Rs. 4 per diem and those whose pay is between Rs. 200 and Rs. 500, Rs. 3 only. Daily allowance should thus depend solely on pay and not on the appointment held except in the case of Heads of Departments, who might as a special case draw Rs. 6 a day. The allowance of the Chief Judge may in the case of the present incumbent continue to be Rs. 10.

Rules for regulating tours of officers.

27. As regards the question of rules for regulating the tours of officers, specially Heads of Departments and Deputy Commissioners and other lower district officers, there should be definite rules requiring each officer to be on tour for a minimum number of days in the month, quarter or in the year and the minimum interval at which he should inspect the different offices under his control, should also be laid down.

28. I append a statement showing the number of days on which 20 selected officers were on tour during the year 1915-16, the total amount of travelling allowance drawn by them excluding visits to Mysore on the occasion of the Birthday and Dasara celebrations and the average rate of mileage and railway fare drawn by them per diem. The statement shows that while some of the officers were on tour on a fairly proper number of days, some others were on tour for an unjustifiably small number of days. Among the latter may be mentioned the following officers, the number of days during which each was on tour being shown against him:—

Revenue Commissioner	42 days.	Director of Mines and Geology ...	62 days.
Inspector-General of Education	43 ,,	Officer in charge of Archæological Department.	62 ,,
Director of Agriculture	43 ,,	Agent and Engineer in Chief, Railways.	79 ,,
Senior Surgeon and Sanitary Commissioner.	26 ,,	Supg. Engineer, Southern Circle...	59 ,,

Para 29.

I think all that is necessary is that a special section of the annual report of the department should be dealt with touring and the actual touring work done during the year by the head of the department and subordinate agencies should be reviewed and compared with what is required under the rules.

Countersignature of bills, submission of monthly journals or quarterly programmes or special reports are not required.

If the annual review made by Government is thorough and irregularities in touring are properly noticed and dealt with the check will be more effective than monthly or quarterly journals, etc.

Para 30.

Submission of programmes without any check as to how far the programmes are adhered to would be useless. On the other hand to exercise such check and to call for explanation for each duration would be intolerable.

In all these cases it was no doubt desirable that the officers should have been on tour for much longer periods. I would therefore suggest that 100 or at least 90 days may be fixed as the minimum period during which a touring officer should be on inspection work. As mentioned already, the minimum interval at which each officer should also be required to inspect every office under his jurisdiction should be fixed. At present the officers visit the offices which are conveniently situated, much oftener than those which are inconveniently situated and it is possible that many offices are not inspected even once at long intervals.

Instance of a case in which countersignature failed as an effective check.

29. With the changes suggested in the rates of travelling allowance and the laying down of rules fixing the minimum period at intervals of which every office subordinate to them should be inspected, I think Heads of Departments may be left to themselves to regulate their tours and that Government need not interfere with their independence in this matter, and their bills should not require any countersignature. That countersignature is not of much use will be clear from the fact that the Director of Agriculture whose bills have hitherto always been countersigned was on inspection for only 46 days in the year and that the average rate of mileage and railway fare drawn by him per diem was among the highest as compared with other officers. Countersignature did not succeed in preventing him from restricting his tours too much or from making very rapid marches which alone could have enabled him to draw the large amount of mileage which he actually drew during the year. At the end of the year every Head of a Department should be required to submit a special report showing the number of days he and his subordinate gazetted officers have been on tour and the offices which have not been inspected during the minimum period fixed, the reason for this being explained in every case.

If check considered absolutely necessary it should be by means of quarterly programmes.

30. It would probably be desirable for Government for some time in future to exercise a further check on the travelling allowance bills and tours of Heads of Departments. I think the best way in which it could do so would be to require Heads of Departments to submit, instead of monthly journals showing the journeys actually performed by them, a quarterly programme showing the journeys which they propose to make, for the approval of Government. After a journey has been actually made it becomes a very delicate matter to question the necessity of the journey. But if a programme is submitted beforehand, there will not be the same delicacy in directing modifications to be made. These programmes need not be formally approved, but it may be laid down that if Government finds it necessary to direct any modifications it will communicate the necessary orders to the officers concerned. It is only right in the interests of efficient administration that Heads of Departments should prepare beforehand regular programmes of their tours and there cannot be much objection to their submitting such programmes to Government beforehand. These programmes will enable Government not only to see that travelling allowance rules are not abused, but also to see that Heads of Departments perform regularly tours, which are essential for the efficiency of administration. Of course circumstances may arise which may necessitate alterations in the programme. Heads of Departments should therefore be given power to alter their programmes in exceptional circumtances, but these circumstances should be reported to Government except in cases of simple alterations in the dates. With such a rule it may safely be expected that they will not vary the programme, unless special circumstances arise. The tour programmes and the special reports may be communicated by Government to the Audit Office to enable it to pass the travelling allowance bills. Such tour programmes made beforehand will enable officers to regulate their tours on a regular and systematic basis and will also enable Government to exercise the required control so that tours are neither curtailed too much nor hurried through by rapid marches by means of motor cars. The submission of a programme beforehand, appears to me to be the least objectionable method of exercising control over the tours of Heads of Departments.

Delay in the payment of travelling allowance.

31. Post audit of travelling allowance bills has been sanctioned with a view to prevent the delay caused by the practice prevailing hitherto of getting all travelling allowance bills preaudited. This reform will however not ensure the payment of travelling allowance bills within a reasonable time as I find that the delay is due not only to the bills being required to be preaudited but also to

their being required to be countersigned by the Head of the Department and it seems to me desirable to modify the present rules regarding countersignature of travelling allowance bills of subordinate officers.

Present rules for countersignature.

32. The rules regarding countersignature of travelling allowance bills are contained in paras 640 to 642 of the Mysore Service Regulations. They require travelling allowance bills to be countersigned by Heads of Departments or controlling officers appointed by Government. But as Government has not appointed any controlling officers in any department except two, all bills have to go to the Heads of Departments for countersignature. The only delegation of power has been to Deputy Commissioners in respect of bills of Revenue establishments and to District Forest Officers in respect of the bills of non-gazetted officers and menial establishments of the Forest Department. Although Article 641 of the Mysore Service Regulations lays down a general rule that travelling allowance bills of non-gazetted and menial officers may be submitted for audit without the countersignature of the controlling officer, the very next article makes an exception in the case of the Forest, Police, Medical, Excise, Public Works and Revenue Departments and insists on the countersignature of the Controlling Officer or Head of Department to the travelling allowance bills of the establishments of those departments. It has also been the practice in the Comptroller's office to insist on countersignature in other departments as well, because, it is argued that Article 641 does not say that such bills may be paid without countersignature, but only that they may be submitted for audit without it.

33. The present practice is therefore for the Excise Commissioner to countersign the travelling allowance bills of all his subordinates including tree-markers, for the Inspector-General of Police to countersign the bills of all Police-men, for the Inspector-General of Education, the bills of all Educational Officers including all school masters, for the Senior Surgeon, those of all Medical Officers including compounders and midwives and so on. As in most cases, it is only the Head of the Department in whom the duty of countersigning has been vested, most travelling allowance bills have to pass through several officers before they can be countersigned by the Head of the Department and it is only natural that this should lead to considerable delay in the final payment of the bills.

34. To give only one instance, the travelling allowance bills of the Maddagiri Taluk Police establishment for May and August 1916 and of Pavagada Police Establishment for March 1916 were countersigned by the Inspector-General of Police on 15th March 1917. Even if preaudit had been dispensed with in their case, there would have been considerable delay in the payment of the bills. There are other innumerable instances of unusual delays in the countersignature of travelling allowance bills, but it is not necessary to quote them here.

35. The following rules are therefore suggested to remove the defects noticed above:—

New rules proposed for countersignature.

1. In British India, under Article 1159 of the Civil Service Regulations, bills for travelling allowance of an officer on tour only are required to be countersigned. Bills for travelling allowance for journeys on transfer and other special journeys do not require such countersignature in any case. The main object of countersignature is to enable the countersigning officer to scrutinise the necessity, frequency and duration of journeys or halts, for which travelling allowance is claimed. For journeys on transfer and other special journeys there is no necessity for countersignature, as the Account Office is already in possession of the orders directing the transfer or other journeys and is able to scrutinise the bills with reference to them and the rates charged. There is therefore no necessity for the examination of such a bill by countersigning officers. In Mysore however, such bills at present require countersignature. This should therefore be done away with altogether.

The first rule should therefore be that bills for travelling allowance for journeys on tour only should be paid after countersignature by the controlling authority. Travelling allowance bills for other journeys such as those on transfer should be paid on the signature of the officer who is authorised to draw the pay of the officer concerned. That is, in the case of gazetted officers, the signature of the officer himself and in the case of a non-gazetted officer on the signature of the officer authorised to draw his pay.

2. Travelling allowance bills of the following Heads of Departments and other superior officers and of their establishments need not require to be countersigned in future: —

Secretaries to Government.
Revenue Commissioner.
Deputy Commissioners.
Superintendent of Revenue Survey and Settlement.
Conservator of Forests.
Excise Commissioner, Commissioner of Stamps and Inspector-General of Registration.
Private Secretary to His Highness.
Durbar Physician and Surgeon.
Huzur Secretary.
Private Secretary to His Highness the Yuvaraja.
Comptroller.
Chief Judge and Judges of the Chief Court.
District Judges.
Inspector-General of Police.
Vice-Chancellor of the University.
Registrar of the University.
Inspector-General of Education.
Senior Surgeon and Inspector-General of Prisons.
Sanitary Commissioner.
Director of Agriculture.
Registrar of Co-operative Societies.
Director of Mines and Geology.
Director of Industries and Commerce.
Secretary to Economic Conference.
(a) Superintendent, Amrut Mahal Department.
(a) Superintendent, Government Press.
Director of Archæological Researches.
Chief Engineer.
Chief Engineer for Railways.
Chief Electrical Engineer.
Superintending Engineers.
Chief Commandant.

All the above officers should submit quarterly programmes of their tours, one month before the commencement of the quarter, to Government or to the Head of their Department as the case may be. If the officers find it absolutely necessary to alter these programmes to any substantial extent, the special circumstances which rendered such alterations necessary should be reported to Government. Alterations in the dates, so long as they do not involve extra expenditure or the omission of the inspection of any office, will not be considered to be substantial alterations.

3. The travelling allowance bills of the heads of the following minor departments which are now countersigned by the Secretary to Government will continue to be countersigned by that officer.

Superintendent, Botanical Gardens.
Meteorological Reporter.

4. All other travelling allowance bills will be countersigned by (1) the superior officer of the drawer of the bill, provided that such officer is a gazetted officer, or (2) by the next higher officer when the immediate superior is not a gazetted officer.

5. Another noticeable fact in connection with travelling allowance bills is that while travelling allowance bills of gazetted officers are paid pretty promptly, those of non-gazetted establishments are paid after a long time. This is due to the officers not taking any interest in getting the travelling allowance bills of their establishments prepared quickly, though their own bills are prepared and passed much more promptly. Travelling allowance bills of both gazetted officers and establishments are audited in the Comptroller's office in the same form

6. Will not this be a reversion to the practice of preaudit of travelling allowance bills in a good many cases ?

Para 37.

If Government are of opinion that the changes recommended by the Retrenchment Committee and approved by the Council do not go far enough let them be adopted as a first instalment. Further reductions can be considered later on as a second instalment.

of audit register and they are subject to the same rules of countersignature. The Mysore Service Regulations also lay down that only one travelling allowance bill should be drawn in a month by both gazetted officers and establishments, though the travelling allowance bills of gazetted officers are required to be drawn separately from their establishment. I see no object in this rule and I would lay down that travelling allowance of both gazetted officers and their establishments for a month, should be drawn in the same bill. The advantage of this system will be that (1) it will induce gazetted officers to get the travelling allowance bills for every month, of themselves and their subordinates, prepared much more quickly than at present, (2) where the bills of the gazetted officer himself do not require countersignature, those of his establishment also should not require any countersignature and the whole bill can be cashed by him from the Treasury as soon as the bill is ready, (3) travelling allowance bills of other establishments will require countersignature by the same officer who has to countersign the travelling allowance bills of the head of the office and the travelling allowance of both classes of officers being included in the same bill, the inclusion of the travelling allowance of all the officers in one bill will reduce the work of the countersigning officer, (4) it will reduce the number of travelling allowance bills to be audited by the Comptroller's office and thus reduce the work of that office and will also make it possible for it to detect more easily discrepancies between the journeys of gazetted officers and their subordinates which are now difficult to detect as the travelling allowances of the two classes of officers are now drawn in separate bills. The audit will thus be more effective.

6. In cases where a bill is sent to the Head of a Department at Bangalore for countersignature, it should be passed on by the countersigning officer to the Comptroller for preaudit.

Revised rules of travelling allowance proposed by Government.

36. I have already reported to Government that in the course of my preliminary examination of the Finances of the State and the general conditions of service in it, I have been struck by the disproportionate and rapidly growing expenditure in travelling allowance, which I believe is due mainly to the too favourable rates of travelling allowance allowed all round. The Government have been considering for a long time the question of reducing the existing rates of travelling allowance. I have now seen the file about the changes which the Council have adopted in the travelling allowance rules on the recommendations of the Retrenchment Committee.

Mysore rules for travelling allowance though based on Government of India rules are more complicated.

37. In my opinion, the changes do not go far enough. One set of rules have been drawn up for existing appointments and practically another set for appointments to be created hereafter. I can see no justification for this. The rates of travelling allowance admissible will still be substantially larger than those admissible under the Civil Service Regulations in British India and will still be subject to all the anomalies to which the British India rules are subject. These latter are very complicated and not at all clear and in my opinion they ought not to be adopted as a model. In fact, the Mysore rules appear to me to be still more complicated than the British Indian rules. In British India for purposes of the travelling allowance rules, officers are divided into 4 classes whereas in Mysore they are divided into 7 or 8 classes and the exceptions to the rules are much more numerous in Mysore than in British India. The changes decided upon by Council are not likely to make any substantial reduction in these exceptions.

Present and proposed rates inequitable as same rates are allowed for journeys on tour as well as those on transfer.

38. Moreover both the British Indian rules and the Mysore rules are most inequitable inasmuch as they do not draw a distinction between the rates admissible for journeys on tour and those on transfer. The Government of India have for a long time recognised the fact that the expenses for journeys on transfer are very much larger than those on tour and that while the rates allowed by them for journeys on tour are very liberal, those allowed for journeys on transfer are quite insufficient to meet the extra expenses which an officer is compelled to incur when transferred from one station to another in the interests of the public service. In the case of officers, who have to tour about habitually, the extra expenditure attendant on a transfer might be set off against the liberal allowances given for journeys on tour. But in the case of the Government of India Officers, there are innumerable officers

who are not required to perform any journeys on tour but who are still liable to be transferred to places distant hundreds of miles and sometimes as in the case of officers of the Imperial Department, even thousands of miles.

Government of India policy in regard to rates for journeys on transfer.

39. While convinced of the inequitableness of the existing rates of travelling allowance, the Government of India have not been able to revise the rules because of the large additional expenditure which would be involved by a general revision of the rates of travelling allowance for journeys on transfer as they found that the savings which they could effect by a reduction in the rates for journeys on tour might at the most cover the extra expenses which would be involved by a revision of the rates for transfers in the case of touring officers only, but the extra expense in the case of other officers would be still very high. They have accordingly tried to meet the requirements of the case by introducing new rules merely as stopgap arrangements. Thus the first step which they took in this direction was the introduction of Article 1098 of the Civil Service Regulations, which allows a non-gazetted officer on a salary of not more than Rs. 400, special rates of travelling allowance when he is transferred to a station more than 200 miles distant, for a period exceeding three months. The travelling allowance allowed to these officers is now practically three times the amount usually admissible to them for journeys on tour.

40. The next step was taken by the Government of India only recently to give some relief to gazetted officers. This is contained in Article 1094 which allows an officer who cannot avail of the concession allowed in Article 1098, to recover the expenses of moving his personal effects by goods train and of the transport of his conveyances subject to certain maximum limits. No provision has however been made to enable officers other than those mentioned in Article 1098 to reimburse themselves the cost of moving their families. These special rules involve unnecessary complications and have been framed by the Government of India to limit the cost within reasonable limits.

41. Mysore is a small province and the extra expenditure which would be involved by giving special allowances to officers transferred from one station to another for more than three months would not be large. It should be easy to meet the extra cost by reducing the allowances which are now admissible for journeys on tour and which are much more liberal than those allowed in British India. The rules are still more inequitable in Mysore, because the advantages of the high rates for journeys on tour are enjoyed here by Heads of Departments and many other officers who are not liable to transfer at all, while in British India, officers getting much higher pay, both in the services under the control of the Government of India and of the Local Governments, are liable to frequent transfers, *e.g.*, Commissioners of Divisions, Collectors, Acccountants-General and Deputy Accountants-General, Postmasters General, Deputy Postmasters General, Superior Telegraph and State Railway officers, Survey officers, etc.

British Indian rules not suitable as a model.

42. For these reasons I would not adopt the British India rules as a model but would frame the rules for Mysore on independent lines and general principles. The rules should in my opinion be as simple as possible and there should be as few exceptions and exemptions as possible. In fact I would not make any exceptions except on the clearest proof of absolute necessity to mitigate a real hardship. If the rules are made simple and are based on general principles, I think the cases of real hardship would be few and far between. The question of rates of travelling allowances and in fact of all emoluments generally is one of comparison between officers of the same status and if the rates are fixed on general principles, individual officers will cease to have grievances based on a comparison of their lot with other officers of their own status in other departments. The moment we make special exceptions in favour of individuals or individual classes of officers, we sow the seeds of discontent among other officers and begin to get applications for redress of their grievances based on a comparison of their allowances with those of other officers with the inevitable effect of loss of efficiency in the officers who have their grievances and the creation of a lot of additional work for their superior officers culminating in the Members of Council.

Para 43 (a).

I agree.

Para 43 (b) and (c).

I think as regards rates, those recommended by the Retrenchment Committee and accepted with modifications by the -- Council may be sanctioned.

If Government can see their way to adopt the scale proposed by the Retrenchment Committee for future appointments to the present offices I also I have no objection.

43. The general principles which I would therefore lay down are as follows :—

Rate of travelling allowance proposed by me.

(*a*) An officer transferred in the interests of the public service from one station to another for more than three months should be entitled for the journey to double the rates of railway fare and mileage to which he would be entitled for making the same journey on tour. No daily allowances are of course admissible to any one for journeys on transfer. This rule to apply to all gazetted and non-gazetted officers and menial servants.

Rates for journeys on transfer.

(*b*) As regards daily allowance the maximum daily allowance in British India is practically Rs. 7-8-0, but they are allowed to officers of a very high standing whose pay in most cases is not less than Rs. 2,000 a month. I think this rate for Mysore even for Heads of Departments is too high. I would therefore, as suggested in the earlier part of this note, fix Rs. 6 as the maximum rate of daily allowance for the highest officers except Members of Council and the Chief Judge who may be allowed Rs. 10 as at present. In the case of Heads of Departments, I would thus fix the rate at Rs. 6. In other cases, I would fix the rates of daily allowance solely with reference to pay and make no exceptions in any case whatever. The rates which I propose are as follows :—

Rates of daily allowance.

	Rs.
Members of Council and the Chief Judge	10
Heads of Departments	6
Officers on pay from Rs. 800 and upwards	5
Officers on pay from Rs. 500 to less than Rs. 800	4
All other Gazetted Officers on Rs. 200 and more	3

For all non-gazetted officers, I would fix the scale at annas 2 for every Rs. 12-8-0 or a fraction of it of their pay or their maximum pay subject to a maximum of Rs. 2-8-0 and a minimum of 4 annas.

In the draft rules, it is proposed to give special rates of daily allowance to innumerable officers and special schedules are intended to be published enumerating these officers. As I have said above, once a special schedule is published, it is bound to create grievances and even hardships in individual cases and there will be constant demands for additions to the list which would not only mean additional work all round but would also mean no finality in the question.

It seems to me possible to find out the general principles which underlie the special rates proposed in the special cases. It seems to me to be this :

In the case of Gazetted Officers, the classification proposed above with reference to pay is quite sufficient to discriminate between the different classes of officers with reference to their status, responsibility and position. In regard to ministerial officers also, the pay may be taken as a suitable basis to classify them and there will be no hardship or inequitableness if their daily allowance is regulated with reference solely to the proportion which their pay bears to Rs. 12-8-0. In the case, however, of a number of subordinate executive officers whose appointments are divided into grades, the rates of daily allowance should not depend on the pay actually drawn by each officer, but on his status. In the case of these officers, the position, status, responsibility and nature of the duties performed by the officer in the lowest grade is exactly the same as those of the officer drawing pay in the highest grade of the appointment. Thus an Amildar's salary ranges from Rs. 150 to Rs. 250 but an Amildar on Rs. 150 occupies exactly the same position as an Amildar on Rs. 250. A Police Inspector on Rs. 40 occupies exactly the same position as an Inspector on Rs. 100 but on the basis of pay the daily allowance of the former would be 8 annas only, while that of the latter would be Re. 1. Similarly, there is very little difference between an Assistant Inspector of Schools on Rs. 50-4-70 and one on Rs. 70-10-125, though on the basis of pay the daily allowance of the former would be 12 annas and of the latter Rs. 1-4-0.

(*c*) To meet the cases of these officers I would allow them a daily allowance calculated on the maximum pay admissible to the appointment which they hold. For such

appointments I would prescribe a special list showing the class of men who are to be included in them and the rates of daily allowance which they would be entitled to draw. Thus—

	Rs.	a.	p.
Amildars of all grades	... 2	8	0
Assistant Inspectors of Education from Rs. 50 to Rs. 100 ...	... 1	0	0
Deputy Amildars on Rs. 100	... 1	0	0
Sub-Assistant Conservators of Forests from Rs. 100 to Rs. 200	... 2	0	0
Excise and Police Inspectors on Rs. 40 to Rs. 100 ...	... 1	0	0
Assistant Surgeons on Rs. 100 to Rs. 150	... 1	8	0
Sub-Assistant Surgeons on Rs. 30 to Rs. 70	... 0	12	0
Squadron Commanders on Rs. 70 to Rs. 150	... 1	8	0

The status, work responsibility, and social and official position of all the officers holding the same appointment but in different grades are exactly the same. They should also get the railway fares and road mileage allowances admissible to officers of their class on the maximum pay mentioned above.

(*d*) In the rules, it is proposed to give 2 annas to menials on pay less than Rs. 12 and 3 annas to those whose pay is Rs. 12 or more. I do not think any distinction should be made between menial servants according to their rates of pay. The allowance should be the same for all. If 2 annas are not considered sufficient, the rate should be 3 annas for all. I do not think the extra expenses of a Jemadar, a Chobedar or a Duffedar during tour is really higher than that of a peon.

Rates for journeys by rail.

(*e*) As regards journeys by railway, the rates decided upon by Government appear to me to be fair considering the existing rates except the rate for officers in superior service whose pay is less than Rs. 30. In the draft rules, it is proposed to allow these officers double intermediate class if there is any such class in the train by which they travel while for officers between Rs. 30 and Rs. 50 it is proposed to allow a single second class railway fare plus a single third class fare. The single third class fare is intended to cover miscellaneous charges while the single intermediate or second class fare is intended to cover the actual fare of the officer concerned. For miscellaneous charges a single third class fare should therefore be given to both. I would give therefore a single intermediate class fare and a third class fare to all officers drawing a pay of less than Rs. 30 if there is an intermediate class in the train by which they travel.

Rates of road mileage.

(*f*) As regards the rates of mileage allowance, the Civil Service Regulations prescribe only three rates for officers in British India, *viz.*, 2 as., 4 as. and 8 as. In Mysore, however, it is proposed in the new rules to prescribe 7 kinds of rates namely, 8 as., 6 as., 5 as., 4 as., 3 as., 2 as. and $\frac{1}{2}$ an anna. The rates should depend on the actual cost of locomotion. The usual conveyance in Mysore is a jut or a bullock cart and the hire for it is generally 2 annas a mile and I think the rates prescribed should therefore be multiples of 2 annas, *viz.*, 2 as., 4 as., 6 as. and 8 as. As a special case, we may have a rate of 5 as. also for officers for whom 4 as. would probably be too low because the latter rate would have to be allowed also to clerks on small pay and a rate of 6 as. would probably be too high. But the proposed rate of 3 as. should, I think, go. It is proposed for officers whose pay is less than Rs. 50 but not less than Rs. 30. There should be really no difference in the case of conveyance of these officers and those drawing less than Rs. 30 and I think all officers getting less than Rs. 100 should be allowed a rate of 2 as. only as in British India. All the different rates should apply with reference only to the pay of the different classes of officers. The rates which I propose are as follows :—

8 as. for all officers on a pay of Rs. 800 or more.
6 as. for all officers on a pay of Rs. 500 or more but less than Rs. 800.
5 as. for all officers on a pay of Rs. 250 or more but less than Rs. 500.
4 as. for all officers on a pay of Rs. 100 or more but less than Rs. 250.
2 as. for all officers on pay less than Rs. 100.

(*g*) As regards the mileage rate of $\frac{1}{2}$ an anna allowed to inferior servants I would lay down the following further restrictions in addition to those provided for in the draft rules.

These men ought to travel in the carts which are usually engaged for carrying office records or tents, etc., and wherever any carts are engaged for carrying office records by any

(g) I agree to (1) but not to (2). If an officer chooses to give free conveyance to his clerks or peons from his private funds why should the latter be deprived of travelling allowance under the rules ?

(h) This subject has been fully discussed and Government have decided to take no action. Personally I agree with Mr. Datta.

As regards increased rate of daily allowance for malnad and other special localities I agree with Mr. Datta.

Para 44.

The subject is under consideration separately and heads of departments have been addressed.

Para 45.

This may be separately considered. The Headquarters has to be fixed in some cases after taking into consideration other circumstances also.

Para 46.

Unnecessary or obsolete rules may be struck out.

officer on tour no allowance should be paid to any menial servant. They should be authorised to travel in the carts engaged at public expense. In other cases, they may be given the allowance proposed, provided they do not travel in any cart employed by the officer himself. I would therefore make the ½ anna allowance subject to the conditions that—

(1) no cart was engaged for the carriage of public records or tents, etc., and that,

(2) the man did not travel by any conveyance used for the officer himself or his luggage or private servants. If the officer does allow the man to travel by a conveyance engaged by himself, there is no reason why he should share the cart hire with the menial servant, when the rates allowed to him are quite liberal or why the menial should be allowed mileage when he incurs no expense.

(*h*) As suggested in the earlier part of this note I would place the following further restrictions on the proposed scale of road mileage in all cases, namely,

Proposed restrictions on road mileage rates.

(1) the full rate of road mileage to be allowed for all journeys up to 40 miles a day,

(2) for all excesses over 40 miles a day up to 60 miles, half the rates, and

(3) above 60 miles no allowance.

In the case of special localities like malnad and the Kolar Gold Fields area, the extra rate of daily allowance should be limited to 25 per cent in all cases.

44. In another note, I have also suggested that a fixed monthly travelling allowance may be given in some cases instead of daily allowances and mileage for officers whose primary duty is inspection and whose work is confined to a single district or a smaller area. District Economic Superintendents, District Inspectors of Schools, Co-operative Inspectors and Agricultural Inspectors are officers of this class. I believe at present some of these officers run up the amounts of their travelling allowance bills regularly to a sum much larger than their pay. I would fix the amount of permanent allowance which should be allowed to them on the basis of the allowances drawn by them in the past and the minimum number of days during which they should be on tour each month and which also should be fixed.

Desirability of giving permanent travelling allowance to some officers.

45. The headquarters of some officers have not also been fixed with a view to economise the charges for their travelling allowance and in some cases their headquarters are at present outside their jurisdiction altogether. The following are some of the officers, the question of whose headquarters should be considered by Government :—

Necessity of fixing headquarters of some officers.

The two Superintending Engineers of Railways ;
The two Superintending Engineers of Public Works ;
The two Circle Inspectors of Education ;
The Deputy Registrar of Co-operative Societies ; and
The Deputy Director of Agricultu

46. The present rules regarding travelling allowance in the Mysore Service Regulations are 114 in number and cover 40 pages in print. They appear to me to be too complicated and elaborate. I think it should be easy to draft some simple rules covering the whole ground and based on the general principles enunciated in this note and to reduce the rules to half their present number.

K. L. DATTA.

30th May 1917.

Abstract of travelling allowance bills drawn by Heads of Departments in 1915-16, excluding visits to Mysore for Birthday and Dasara Celebrations.

No.	Designation	Pay	Number of days			Travelling allowance drawn				Average rate of daily allowance	Average rate of mileage and Railway fare per diem excluding the days for which D. A. is claimed
			Halted	Spent on Marches	Total	Daily allowance	Railway fare	Mileage	Total		
		Rs.				Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
1	Revenue Commissioner	1,400	3	39	42	22 8 0	226 5 0	1,286 4 0	1,535 1 0	7 8 0	38 12 6
2	Director of Industries	2,500	91	16	107	365 4 0	447 0 0	105 8 0	917 12 0	4 0 3	34 8 6
3	Inspector-General of Police	1,400	45	89	134	352 8 0	746 10 0	2,124 12 0	3,223 14 0	7 13 4	32 4 2
4	Director of Mines and Geology	2,000	48	14	62	528 12 0	205 8 0	208 8 0	942 12 0	11 0 3	29 9 2
5	Director of Agriculture	1,350	6	37	43	60 0 0	595 6 0	492 4 0	1,147 10 0	10 0 0	29 6 4
6	Senior Surgeon and Sanitary Commissioner ...	1,400	1	25	26	7 8 0	408 10 0	260 12 0	676 14 0	7 8 0	26 12 5
7	Chief Electrical Engineer	1,600	28	98	126	162 0 0	1,254 0 6	1,297 8 0	2,713 8 6	5 12 7	26 0 7
8	Inspector-General of Education...	1,400	17	26	43	131 4 0	291 12 0	363 0 0	786 0 0	7 11 6	25 2 11
9	Conservator of Forests	1,100	20	112	132	161 4 0	414 8 0	2,006 12 0	2,582 8 0	8 1 0	21 9 11
10	Excise Commissioner...	1,400	43	75	118	322 8 0	190 4 0	1,407 0 0	1,919 12 0	7 8 0	21 4 9
11	Superintendent of Government Gardens	620	41	27	68	183 0 0	493 6 0	71 8 0	747 14 0	4 7 5	20 14 9
12	Secretary, Economic Conference...	950	11	71	82	55 0 0	669 2 0	652 0 0	1,376 2 0	5 0 0	18 9 9
13	Superintendent, Civil Veterinary Department	280	32	82	114	130 0 0	926 6 0	509 8 0	1,565 14 0	4 1 0	17 8 2
14	Registrar of Co-operative Societies	1,000	44	99	143	264 0 0	795 10 0	900 0 0	1,959 10 0	6 0 0	17 2 0
15	Superintending Engineer, Northern Circle ...	1,000	42	101	143	270 0 0	701 9 0	1,018 8 0	1,990 1 0	6 6 10	17 0 6
16	Superintending Engineer, Southern Circle ...	1,000	6	53	59	36 0 0	476 7 0	398 8 0	910 15 0	6 0 0	16 8 2
17	Superintendent, Amrut Mahal Department ...	700	24	97	121	117 8 0	638 14 0	941 0 0	1,697 6 0	4 14 4	16 4 7
18	Chief Engineer	1,800	54	92	146	405 0 0	567 5 0	856 8 0	1,828 13 0	7 8 0	15 7 7
19	Agent and Engineer-in-Chief, Mysore State Railways	1,400	36	43	79	272 8 0	245 2 6	383 8 0	901 2 6	7 9 1	14 9 11
20	Officer in charge of Archæological Department	650	27	35	62	167 8 0	104 6 0	325 0 0	596 14 0	6 3 3	12 4 3

REVENUE COMMISSIONER.

Month to which claim relates	Number of days			Number of places visited	Travelling allowance drawn			
	Halted	Spent on Marches	Total		Daily allowance	Railway fare	Mileage	Total
					Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
November 1914 (Supl.)...	...	...	...	...	.....	24 3 0	.....	24 3 0
May 1915 ...	2	9	11	8	15 0 0	93 8 0	161 4 0	269 12 0
May 1915 (Supl.)...	...	...	...	...	.....	47 4 0	.....	47 4 0
July 1915 ...	...	2	2	3	.....	37 6 0	24 12 0	62 2 0
October 1915 ...	...	1	1	1	.....	...	18 0 0	18 0 0
February 1916 ...	...	10	10	23	.....	13 2 0	364 8 0	377 10 0
March 1916 ...	1	12	13	38	7 8 0	4 6 0	507 12 0	519 10 0
April 1916 ...	...	5	5	15	.....	6 8 0	210 0 0	216 8 0
Total ...	3	39	42	88	22 8 0	226 5 0	1,286 4 0	1,535 1 0

DIRECTOR OF INDUSTRIES.

					Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
April 1915 (Supl.)	3	...	3	1	3 12 0	.....	.....	3 12 0
May 1915 ...	9	3	12	12	22 8 0	63 8 0	104 8 0	190 8 0
May 1915 (Supl.)	...	...	...	...	11 4 0	.....	.....	11 4 0
June 1915 ...	5	...	5	2	26 4 0	.....	.....	26 4 0
July 1915 ...	22	...	22	2	82 8 0	.....	.....	82 8 0
August 1915 ...	7	2	9	12	30 0 0	79 4 0	.....	109 4 0
September 1915 ...	9	...	9	8	33 12 0	.....	.....	33 12 0
December 1915 ...	2	1	3	2	7 8 0	16 2 0	1 0 0	24 10 0
January 1916 ...	13	2	15	12	56 4 0	82 4 0	.....	138 8 0
February 1916 ...	9	2	11	9	31 8 0	75 12 0	.....	107 4 0
March 1916 ...	8	4	12	7	41 4 0	47 14 0	.....	89 2 0
April 1916 ...	3	...	3	1	11 4 0	.....	.. ...	11 4 0
May 1916 ...	1	2	3	1	7 8 0	82 4 0	.....	89 12 0.
Total ...	91	16	107	69	365 4 0	447 0 0	105 8 0	917 12 0

INSPECTOR-GENERAL OF POLICE.

					Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
May 1915 (Supl.).	...	1	1	3	.....	.....	22 8 0	22 8 0
June 1915 ...	12	9	11	19	15 0 0	64 14 0	107 4 0	187 2 0
July 1915 ...	3	9	12	37	22 8 0	.....	337 8 0	360 0 0
August 1915 ...	4	11	15	44	30 0 0	63 12 0	294 0 0	387 12 0
September 1915 ...	6	5	11	4	48 12 0	67 14 0	.....	116 10 0
October 1915 ...	1	4	5	8	7 8 0	16 2 0	67 8 0	91 2 0
November 1915 ...	2	11	13	57	18 12 0	35 10 0	392 4 0	446 10 0
December 1915 ...	12	8	20	27	90 0 0	115 10 0	148 8 0	354 2 0
January 1916 ...	4	9	13	33	30 0 0	88 0 0	237 12 0	355 12 0
February 1916 ...	6	4	10	13	45 0 0	83 4 0	59 4 0	187 8 0
March 1916 ...	3	7	10	28	22 8 0	80 0 0	195 0 0	297 8 0
April 1916 ...	2	11	13	42	22 8 0	131 8 0	263 4 0	417 4 0
Total ...	45	89	134	315	352 8 0	746 10 0	2,124 12 0	3,223 14 0

DIRECTOR OF MINES AND GEOLOGY.

Month to which claim relates	Number of days			Number of places visited	Travelling allowance drawn				
	Halted	Spent on Marches	Total		Daily allowance	Railway fare	Mileage	Total	
					Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	
April 1915 ...	8	1	9	1	90 0 0	9 12 0	1 0 0	100 12 0	(a)
May 1915 ...	15	7	22	15	153 12 0	29 0 0	134 0 0	316 12 0	(b)
July 1915 ...	13	1	14	2	146 4 0	9 12 0	1 0 0	157 0 0	
August 1915 ...	...	1	1	3	...	3 4 0	16 0 0	19 4 0	
September 1915 ...	8	1	9	2	90 0 0	9 12 0	1 0 0	100 12 0	
October 1915 ...	...	1	1	1	...	...	12 8 0	12 8 0	
January 1916 ...	2	...	2	1	33 12 0	10 2 0	0 8 0	44 6 0	(c)
March 1916 ...	2	2	4	5	15 0 0	133 14 0	42 8 0	191 6 0	
Total ...	48	14	62	30	528 12 0	205 8 0	208 8 0	942 12 0	

(a) 8 days at 11-4-0.
(b) 4 days at 7-8-0
11 days at 11-4-0

(c) The officer travelled to Marikuppam on 22nd January by Passenger train and claimed daily allowance in place of Railway fare. He returned to Bangalore on the 23rd and contrary to Art. 554, M. S. R. claimed Railway fare and daily allowance for two days (22nd and 23rd for having halted at Marikuppam).

DIRECTOR OF AGRICULTURE.

					Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	
March 1915 ...	1	13	14	26	..	103 4 0	171 0 0	274 4 0	
March 1915 (Supl.) ...	...	...	...	....	7 8 0	79 14 0	12 8 0	99 14 0	
May 1915 ...	1	5	6	8	11 4 0	93 8 0	70 8 0	175 4 0	
June 1915 ...	3	4	7	7	33 12 0	47 0 0	97 0 0	177 12 0	
July 1915 ...	...	5	5	6	...	84 0 0	32 8 0	116 8 0	
January 1916 ...	...	2	2	1	...	75 12 0	6 12 0	82 8 0	
February 1916 ...	6	11	17	2	45 0 0	567 8 0	7 8 0	620 0 0	*
March 1916 ...	1	8	9	13	7 8 0	112 0 0	102 0 0	221 8 0	
Total ...	12	48	60	63	105 0 0	1,162 14 0	499 12 0	1,767 10 0	
Deduct trip to Pusa and back	6	11	17	2	45 0 0	567 8 0	7 8 0	620 0 0	
Balance ...	6	37	43	61	60 0 0	595 6 0	492 4 0	1,147 10 0	

* To Pusa and back *via* Calcutta.

SENIOR SURGEON AND SANITARY COMMISSIONER.

					Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
May 1915 ...	...	1	1	2	...	20 0 0	1 8 0	21 8 0
June 1915 ...	1	2	3	1	7 8 0	38 12 0	1 8 0	47 12 0
July 1915 ...	...	1	1	2	...	8 12 0	18 8 0	27 4 0
August 1915 ...	...	4	4	3	...	32 4 0	31 8 0	63 12 0
September 1915 ...	...	1	1	1	...	32 4 0	1 0 0	33 4 0
October 1915 ...	...	2	2	1	...	55 4 0	1 8 0	56 12 0
November 1915 ...	...	3	3	7	...	16 12 0	45 8 0	62 4 0
January 1916 ...	...	1	1	1	...	19 8 0	1 8 0	21 0 0
February 1916 ...	...	3	3	6	...	79 12 0	25 8 0	105 4 0
March 1916 ...	...	4	4	11	...	21 2 0	129 12 0	150 14 0
April 1916 ...	...	3	3	2	...	84 4 0	3 0 0	87 4 0
Total ...	1	25	26	37	7 8 0	408 10 0	260 12 0	676 14 0

CHIEF ELECTRICAL ENGINEER.

Month to which claim relates	Number of days			Number of places visited	Travelling allowance drawn			
	Halted	Spent on marches	Total		Daily allowance	Railway fare	Mileage	Total
					Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
June 1915 ...	6	11	17	12	30 0 0	150 0 0	132 0 0	312 0 0*
July 1915 ...	3	12	15	8	18 0 0	140 10 0	131 0 0	289 10 0
August 1915 ...	3	8	11	8	18 0 0	91 14 0	150 8 0	260 6 0
September 1915 ...	1	8	9	6	6 0 0	120 15 0	71 0 0	197 15 0
October 1915 ...	2	10	12	6	12 0 0	109 5 0	138 8 0	259 13 0
November 1915 ...	1	15	16	6	6 0 0	254 6 6	194 0 0	454 6 6
December 1915 ...	...	6	6	5	.....	81 6 0	110 0 0	191 6 0
January 1916 ...	2	8	10	6	12 0 0	93 3 0	122 8 0	227 11 0
February 1916 ...	6	5	11	4	36 0 0	41 1 0	113 8 0	190 9 0
March 1916 ...	1	3	4	3	6 0 0	47 10 0	21 8 0	75 2 0†
April 1916 ...	...	5	5	3	.....	36 12 0	34 0 0	70 12 0
May 1916 ...	3	7	10	5	18 0 0	86 14 0	79 0 0	183 14 0
Total ...	28	98	126	72	162 0 0	1,254 0 6	1,297 8 0	2,713 8 6

* Four days at Rs. 6-0-0 and two days at Rs. 3-0-0.
† Privilege leave for 29 days from 18th March 1916 to 15th April 1916.

INSPECTOR-GENERAL OF EDUCATION.

					Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
August 1915 ...	2	4	6	3	15 0 0	35 8 0	47 4 0	97 12 0
September 1915 ...	...	2	2	2	.....	6 12 0	35 4 0	42 0 0
October 1915 ...	...	1	1	1	.....	13 4 0	2 4 0	15 8 0
November 1915 ...	...	2	2	1	.....	20 12 0	2 4 0	23 0 0
December 1915 ...	6	2	8	1	45 0 0	32 4 0	1 8 0	78 12 0
January 1916 ...	1	2	3	3	11 4 0	63 8 0	62 4 0	137 0 0
February 1916 ...	...	2	2	7	.....	13 2 0	24 12 0	37 14 0
March 1916 ...	8	6	14	8	60 0 0	64 8 0	85 8 0	210 0 0
April 1916 ...	...	5	5	14	.....	42 2 0	102 0 0	144 2 0
Total ...	17	26	43	40	131 4 0	291 12 0	363 0 0	786 0 0

CONSERVATOR OF FORESTS.

					Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
June 1915 ...	2	10	12	16	15 0 0	56 0 0	148 8 0	219 8 0
July 1915 ...	2	3	5	6	15 0 0	.....	43 0 0	58 0 0
August 1915 ...	2	6	8	15	15 0 0	.....	145 8 0	160 8 0
September 1915 ...	...	7	7	18	.....	.....	141 12 0	141 12 0
October 1915 ...	2	8	10	10	15 0 0	16 14 0	150 0 0	181 14 0
November 1915 ...	1	11	12	19	7 8 0	35 8 0	156 12 0	199 12 0
December 1915 ...	...	1	1	3	.....	.....	13 0 0	13 0 0
January 1916 ...	3	11	14	21	30 0 0	69 8 0	273 0 0	372 8 0*
February 1916 ...	3	15	18	31	26 4 0	67 0 0	333 0 0	426 4 0†
March 1916 ...	4	8	12	12	30 0 0	46 8 0	84 12 0	161 4 0
April 1916 ...	...	22	22	37	.....	49 14 0	390 12 0	440 10 0
May 1916 ...	1	10	11	12	7 8 0	73 4 0	126 12 0	207 8 0
Total ...	20	112	132	200	161 4 0	414 8 0	2,006 12 0	2,582 8 0

* Two days at Rs. 11-4-0. † One day at Rs. 11-4-0.

EXCISE COMMISSIONER.

Month to which claim relates	Number of days			Number of places visited	Travelling allowance drawn			
	Halted	Spent on marches	Total		Daily allowance	Railway fare	Mileage	Total
					Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
July 1915 ...	3	8	11	11	22 8 0	27 6 0	103 8 0	153 6 0
July 1915 (Supl.)	...	...	...	...	.....	.....	30 2 0	30 2 0
August 1915 ...	7	8	15	19	52 8 0	35 10 0	92 8 0	180 10 0
August 1915 (Supl.)	...	...	...	...	.....	.....	5 10 0	5 10 0
September 1915 ...	10	12	22	16	75 0 0	31 8 0	258 0 0	364 8 0
November 1915 ...	8	8	16	12	60 0 0	.....	168 12 0	228 12 0
December 1915 ...	3	6	9	7	22 8 0	.....	146 4 0	168 12 0
January 1916 ...	5	15	20	16	37 8 0	31 12 0	264 12 0	334 0 0
February 1916 ...	1	4	5	6	7 8 0	31 12 0	68 4 0	107 8 0*
March 1916 ...	6	14	20	14	45 0 0	32 4 0	269 4 0	346 8 0
Total ...	43	75	118	101	322 8 0	190 4 0	1,407 0 0	1,919 12 0

* Privilege leave for 14 days from 10th February 1916 to 23rd February 1916.

ECONOMIC BOTANIST AND SUPERINTENDENT OF GOVERNMENT GARDENS.

					Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
June 1913 ...	...	1	1	2	.....	16 2 0	40 0 0	56 2 0*
April 1915 ...	1	4	5	2	5 0 0	64 8 0	.....	69 8 0*
May 1915 ...	5	1	6	2	25 0 0	41 0 0	.....	66 0 0*
July 1915 ...	10	3	13	3	50 0 0	57 2 0	.....	107 2 0*
August 1915 ...	3	4	7	6	15 0 0	62 6 0	22 0 0	99 6 0*
October 1915 ...	...	2	2	1	.....	32 4 0	.....	32 4 0*
December 1915 ...	6	2	8	2	24 0 0	29 6 0	2 0 0	55 6 0†
January 1916 ...	1	2	3	2	4 0 0	48 6 0	2 0 0	54 6 0†
February 1916 ..	8	5	13	3	32 0 0	80 10 0	3 8 0	116 2 0†
March 1916 ...	7	3	10	2	28 0 0	61 10 0	2 0 0	91 10 0†
Total ...	41	27	68	25	183 0 0	493 6 0	71 8 0	747 14 0

* G. H. Krumbeigel, Esq. † Mr. L. Bishtopanth Badami.

SECRETARY, ECONOMIC CONFERENCE.

					Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
June 1915 ...	...	2	2	3	.....	16 8 0	12 8 0	29 0 0
August 1915 ...	...	4	4	6	.....	63 0 0	17 8 0	80 8 0
September 1915 ...	1	8	9	12	5 0 0	82 14 0	179 8 0	267 6 0
October 1915 ...	...	5	5	11	.....	25 12 0	55 0 0	80 12 0
November 1915 ...	1	10	11	11	5 0 0	88 6 0	74 8 0	167 14 0
December 1915 ...	7	9	16	9	35 0 0	68 7 0	92 8 0	195 15 0
January 1916 ...	1	9	10	4	5 0 0	56 9 0	0 8 0	62 1 0
February 1916 ...	1	13	14	20	5 0 0	103 10 0	109 8 0	218 2 0
February 1916 (Supl.).	...	...	...	...	.....	.....	6 0 0	6 0 0
March 1916 ...	...	7	7	8	.....	115 0 0	60 0 0	175 0 0
April 1916 ...	...	4	4	9	.....	49 0 0	44 8 0	93 8 0
Total ...	11	71	82	93	55 0 0	669 2 0	652 0 0	1,376 2 0

* Privilege leave for one month and ten days from 7th July 1915 to 16th August 1915.

SUPERINTENDENT, CIVIL VETERINARY DEPARTMENT.

Month to which claim relates	Number of days			Number of places visited	Travelling allowance drawn			
	Halted	Spent on marches	Total		Daily allowance	Railway fare	Mileage	Total
					Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
June 1915 ...	4	9	13	8	16 0 0	135 2 0	31 8 0	182 10 0
July 1915 ...	...	7	7	5	.....	107 4 0	14 0 0	121 4 0
August 1915 ...	...	7	7	8	.....	15 6 0	69 8 0	84 14 0
September 1915 ...	1	8	9	6	4 0 0	32 10 0	61 8 0	98 2 0
October 1915 ...	4	6	10	5	18 0 0	69 4 0	47 8 0	134 12 0
November 1915 ...	1	5	6	6	4 0 0	25 0 0	56 0 0	85 0 0
December 1915 ...	4	9	13	9	16 0 0	123 0 0	45 0 0	184 0 0
January 1916 ...	5	10	15	9	20 0 0	93 8 0	78 8 0	192 0 0
February 1916 ...	3	7	10	6	12 0 0	104 8 0	57 0 0	173 8 0
March 1916 ...	8	10	18	7	32 0 0	125 0 0	46 0 0	203 0 0
April 1916 ...	2	4	6	2	8 0 0	95 12 0	3 0 0	106 12 0
Total ...	32	82	114	71	130 0 0	926 6 0	509 8 0	1,565 14 0

REGISTRAR OF CO-OPERATIVE SOCIETIES.

					Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
March 1915 ...	1	2	3	1	6 0 0	24 0 0	13 0 0	43 0 0
April 1915 ...	...	4	4	2	.....	16 4 0	35 0 0	51 4 0
May 1915 ...	5	8	13	8	30 0 0	34 10 0	49 0 0	113 10 0
June 1915 ...	9	7	16	11	54 0 0	43 0 0	57 0 0	154 0 0
July 1915 ...	1	5	6	3	6 0 0	36 0 0	4 0 0	46 0 0*
October 1915 ...	...	3	3	3	.....	55 4 0	18 0 0	73 4 0
November 1915 ...	4	8	12	14	24 0 0	28 8 0	118 8 0	171 0 0
December 1915 ...	6	17	23	23	30 0 0	141 8 0	195 0 0	366 8 0
December 1915 (Supl.)	...	...	...	...	6 0 0	.....	.....	6 0 0
January 1916 ...	7	13	20	14	42 0 0	105 4 0	134 0 0	281 4 0
February 1916 ...	1	12	13	10	6 0 0	135 4 0	79 0 0	220 4 0
February 1916 (Supl.)	...	...	...	1	.....	.....	14 0 0	14 0 0
March 1916 ...	5	10	15	11	30 0 0	103 6 0	82 0 0	215 6 0
April 1916 ...	5	10	15	13	30 0 0	72 10 0	101 8 0	204 2 0
Total ...	44	99	143	114	264 0 0	795 10 0	900 0 0	1,959 10 0

* Privilege leave for one month and one day from 10th August 1915 to 10th September 1915.

SUPERINTENDING ENGINEER, NORTHERN CIRCLE.

					Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
July 1915 ...	2	15	17	10	12 0 0	99 0 0	183 8 0	294 8 0
August 1915 ...	2	6	8	7	12 0 0	9 0 0	69 0 0	90 0 0
September 1915 ...	1	12	13	10	6 0 0	135 6 0	96 0 0	237 6 0*
December 1915 ...	5	11	16	9	45 0 0	73 2 0	128 8 0	246 10 0
January 1916 ...	6	11	17	12	39 0 0	107 11 0	125 0 0	271 11 0
February 1916 ...	...	5	5	7	.....	36 8 0	69 8 0	106 0 0
March 1916 ...	4	11	15	7	24 0 0	70 0 0	145 8 0	239 8 0
April 1916 ...	8	15	23	12	48 0 0	153 10 0	166 0 0	367 10 0
May 1916 ...	14	15	29	4	84 0 0	17 4 0	35 8 0	136 12 0
Total ...	42	101	143	78	270 0 0	701 9 0	1,018 8 0	1,990 1 0

* Privilege leave for 26 days from 26th October 1915 to 21st November 1915.

SUPERINTENDING ENGINEER, SOUTHERN CIRCLE.

Month to which claim relates	Number of days			Number of places visited	Travelling allowance drawn			
	Halted	Spent on marches	Total		Daily allowance	Railway fare	Mileage	Total
					Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
June 1915 ...	...	6	6	1	.....	3 0 0	8 0 0	11 0 0
July 1915 ...	...	5	5	4	.....	95 6 0	1 8 0	96 14 0
August 1915 ...	...	11	11	7	.....	37 10 0	80 8 0	118 2 0
September 1915 ..	3	6	9	4	18 0 0	150 0 0	65 8 0	233 8 0
October 1915 ...	...	14	14	12	.....	82 10 0	156 0 0	238 10 0
December 1915 ...	3	4	7	2	18 0 0	40 5 0	44 0 0	102 5 0
January 1916 ...	...	3	3	1	.....	32 4 0	2 8 0	34 12 0
March 1916 ...	...	4	4	4	.....	35 4 0	40 8 0	75 12 0
Total ...	6	53	59	35	36 0 0	476 7 0	398 8 0	910 15 0

SUPERINTENDENT, AMRUT MAHAL DEPARTMENT.

					Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
May 1915 ...	2	7	9	17	10 0 0	61 12 0	60 0 0	131 12 0
July 1915 ...	1	5	6	7	5 0 0	.....	65 0 0	70 0 0
August 1915 ...	3	8	11	8	15 0 0	163 6 0	28 8 0	206 14 0
September 1915 ...	3	13	16	17	15 0 0	114 12 0	85 0 0	214 12 0
November 1915 ...	...	7	7	11	.....	56 0 0	67 0 0	123 0 0
December 1915 ...	5	12	17	20	25 0 0	80 2 0	130 0 0	235 2 0
January 1916 ...	5	14	19	23	25 0 0	46 4 0	213 0 0	284 4 0
February 1916 ...	3	8	11	8	12 8 0	19 4 0	38 0 0	69 12 0
March 1916 ...	1	14	15	10	5 0 0	93 8 0	79 0 0	177 8 0
April 1916 ...	1	9	10	21	5 0 0	3 14 0	175 8 0	184 6 0
Total ...	24	97	121	142	117 8 0	638 14 0	941 0 0	1,697 6 0

CHIEF ENGINEER.

					Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs a. p.
June 1915 ...	6	9	15	6	45 0 0	76 6 0	101 0 0	222 6 0
July 1915 ...	13	8	21	5	97 8 0	77 5 0	21 0 0	195 13 0
August 1915 ...	12	7	19	2	90 0 0	58 10 0	15 8 0	164 2 0
October 1915 ...	...	8	8	4	.....	22 10 0	76 8 0	99 2 0
November 1915 ...	...	2	2	1	.....	16 2 0	1 8 0	17 10 0
December 1915 ...	3	9	12	12	22 8 0	30 10 0	104 0 0	157 2 0
January 1916 ...	5	8	13	7	37 8 0	55 4 0	63 0 0	155 12 0
February 1916 ...	3	9	12	4	22 8 0	111 8 0	28 8 0	162 8 0
March 1916 ...	4	5	9	10	30 0 0	.....	125 8 0	155 8 0
April 1916 ...	6	9	15	5	45 0 0	33 14 0	72 8 0	151 6 0
May 1916 ...	2	18	20	15	15 0 0	85 0 0	247 8 0	347 8 0
Total ..	54	92	146	71	405 0 0	567 5 0	856 8 0	1,828 13 0

AGENT AND ENGINEER-IN-CHIEF, MYSORE STATE RAILWAYS.

Month to which claim relates	Number of days			Number of places visited	Travelling allowance drawn			
	Halted	Spent on marches	Total		Daily allowance	Railway fare	Mileage	Total
					Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
June 1915 ...	1	...	1	3	7 8 0	.....	.....	7 8 0
July 1915 ...	4	12	16	12	32 8 0	71 8 6	112 8 0	216 8 6
August 1915 ...	1	2	3	6	7 8 0	10 11 0	13 0 0	31 3 0
September 1915 ...	3	7	10	7	22 8 0	37 10 0	29 0 0	89 2 0
October 1915 ...	1	1	2	3	7 8 0	16 8 0	.....	24 0 0 *
November 1915 ...	...	3	3	5	.....	26 4 0	18 0 0	44 4 0
December 1915 ..	4	6	10	11	30 0 0	.....	87 0 0	117 0 0
January 1916 ...	1	...	1	3	7 8 0	8 4 0	15 0 0	30 12 0
February 1916 ...	10	4	14	11	75 0 0	9 3 0	61 0 0	145 3 0
March 1916 ...	1	...	1	2	7 8 0	8 4 0	.....	15 12 0
April 1916 ...	7	6	13	14	52 8 0	43 12 0	48 0 0	144 4 0
May 1916 ...	3	2	5	6	22 8 0	13 2 0	.....	35 10 0
Total ...	36	43	79	83	272 8 0	245 2 6	383 8 0	901 2 6

*Privilege leave from 27th October 1915 to 9th November 1915 for 14 days.

OFFICER IN CHARGE OF ARCHÆOLOGICAL RESEARCHES.

						Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
April 1915 ...	2	1	3	4	10 0 0	14 2 0	10 0 0	34 2 0
May 1915 ...	10	15	25	50	50 0 0	10 14 0	124 8 0	185 6 0
February 1916 ...	2	9	11	27	12 8 0	55 6 0	86 0 0	153 14 0
March 1916 ...	13	10	23	40	95 0 0	24 0 0	104 8 0	223 8 0 ‡
Total ...	27	35	62	121	167 8 0	104 6 0	325 0 0	596 14 0

‡ 12 days at Rs. 7-8-0. 1 day at Rs. 5-0-0.

W D 1301—GPB—200—14-6-17.

C.E.O 65

Note for orders.

A statement showing in a tabular form the proposals of Mr.Datta, the opinion of the Financial Secretary and the previous decision of the Council is put up for easy reference.

2. Of the seven main items entered in the statement, orders are at present required only in respect of 1 to 4. As regards the others, No.5 the question of giving permanent/monthly travelling allowance to officers is separately under consideration, No.6. The fixing of head quarters of certain officers within their jurisdiction is a minor matter and may be separately considered in the Manual. Lastly No.7. The framing of a set of simple rules of travelling allowance may be taken up in connection with the issue of the 5th edition in which will be incorporated all the suggestions of Mr. Datta accepted by Government and affecting the Mysore Service Regulations. This edition is necessary as the copies of the Mysore Service Regulations, 4th edition are almost exhausted.

3. Mr.Datta's chief criticism in regard to the travelling allowance rules as now revised in accordance with the Council resolution is containdd in paras 9 and 37 of his note.

" The revised rules will be subject to various anomalies, the most noticeable one being one set of rules for existing appointments and another set for all new appointments". Under Article 2, S.R., an officer's claim to allowances (pay and T.A.) is regulated by rules in force at the time in respect of which the allowances are earned. can see no justification for this"

The Financial Secretary has no objection to only one set of rules being applied to existing appointments as well as to future appointments if the council agree. The travelling allowance rules will then be simpler and more easy of application.

4. Mr. Datta proposes to fix the daily allowance of Heads of Departments at Rs.6/- only but the Financial Secretary considers that the rate of Rs.7-8-0 should be continued. A practical course may be adopted. The rate may be fixed at Rs.6/- as proposed by Mr.Datta but Government may allow the existing incumbents to continue to draw Rs.7-8-0. Such cases would be very few.

5. The limits of pay of officers for purposes of classification of first and second class viz 'over 700' and 'over 400 up to 700' are raised by Mr.Datta to '800 and over' and 'from 500 to less than 800' respectively. The Financial Secretary is not agreeable. Mr. Datta's suggestion would perhaps be acceptable with the modification that the classification should be based on the maximum pay of the grade of class or that of the officer on the time scale of pay in certain -- specified cases in accordance with the principle enunciated by Mr.Datta himself in para 43 (b) and adopted by him in the case of ministerial officers -

6 2

For instance, Executive Engineers (pay 500 to 850) will, irrespective of actual drawn, continue to be in the first class Surgeons on pay 400 to 600 will likewise all be in one class and specialists on pay 400 to 600 as well.

6. Mr.Datta suggests that double the ordinary rate should be allowed for journeys on transfer and the Financial Secretary agrees to the suggestion.

7

7. In regard to the proposal of Mr.Datta abolishing countersignature of travelling allowance bills of all Heads of Departments (except those of the Superintendent, Government Gardens and Meteorological Reporter), the Financial Secretary while agreeing to it in so far as the travelling allowance bi of major heads of departments are concerned considers that special rules should be framed in respect of the minor heads of departments viz Superintendent, Government Press, Government Gardens, Director of Archaeological Researches etc.

Vide Sl. no. 6

8. Mr. Datta recommends that the submissi of the monthly journals by Heads of Departments be discontinued and that instead they may be asked to submit to Government quarte tour programmes.

9. To facilitate disposal of the case a draft order accepting most of the proposals of Mr.Datta in the light of the Financial Secretary's remarks is also submitted for consideration.

16/10/17

G. R. S. 12]

8

General and Revenue Secretariat. | S NA File No. 353 of 1910.

Serial No.

10. A Statement showing the points in regard to which the opinion of Council already recorded requires modification and also points in regard to which the Council have recorded no opinion, is put up.

11. These points may after being noted upon by the First & Second Members, be considered in Council & decision recorded.

12. Thereafter, a draft G.O. may be prepared in consultation with Mr Dalla & these may be considered by the Council again.

Dues 9/8/17
23/7

314/23.7

First & Second members

383/28.7.17

I am of opinion that no decision should now be arrived at in Council regarding these

Dues 9/8/17
27/7
Dues 9/8/17
Dues 9/8/17

matters. with C. not. on record

As II for a draft Govt. Order in accordance with the Draft Order approved by the Council on 6.3.17 and how to proceed in Mr Dalla's opinion has been prepared in Mr V and Sentiments in Mr II — All the papers are carefully arranged and flagged and a table of Contents is also given for ready reference (each flag). 15 31.7.17.

31/7 R.

A draft Govt. in accordance with the decision of the Council on record, is put up for consideration of the Council. Should both Mr. Dalla & I suggest this

Dues 9/8/17
Dues 9/8/17

The papers when are complete will be placed before the next meeting of the Council i.e. on 9/8/17

Dues 9/8/17

Z

609/3-7-17

Dhwan

Yes

C. Sawe 1.8.17

NOTE—Contn. sheet.

GPB—70,000—17-12-15

(12)

Subject.-Clause viii of the Schedule.

Revision of travelling allowance rules and countersignature of travelling allowance bills.

OPINION OF THE COUNCIL

Council meeting. 27-9-17.
Subject was discussed - Dewan & members were inclined to agree that one set of rules maybe prescribed for all officers - existing & new entrants. It was directed that a draft be prepared on this basis & brought up at next meeting (2nd Oct).

Assistant
will please put up a draft on these lines, ~~cancel~~ take the approval of the Secy to the same & bring back to me, by Wednesday (3rd Oct).

27/9/17

1. with draft - 15/10/17.

Draft approved & Secy instd -

J. (Secy) 15/10/17

WD 1283—GPB—60,CCC—1-12-16—S.

G. R. S. III-2]

General and Revenue Secretariat. | SOA File No. 355 of 1910.

Serial No.

1. Clean draft as agreed to by the Financial Secretary and General Secretary to be placed before Council is put up.

2. Appendix A has been considerably simplified.

3. To facilitate disposal, the points included in the draft pending orders of Council are indicated in the margin of the draft and a comparative statement showing the important variations in the rates of travelling allowance under the new classification is also appended.

Financial Secretary.
General Secretary.

5-10-17

5/10

The draft is submitted to members for perusal - The case may be considered at the next meeting of Council.

1st member
2nd member

10/10/17

I suggest that the draft may be scrutinized by the Delhi office, before being placed on the Council table. Henry Lee's memorandum also if possible

NOTE—Contn. sheet

(13
66

G. R. S. 12]

General and Revenue Secretariat.

1A File No. 355 of 1910.

Serial No.

Asstt Secy II will kindly take the draft order to Mr Datta after his views recorded

8/8
4/10/10

Contn. sheet.

GPB—70,000—17-12-15

My main suggestion was that the travellin allowances of all officers should be regulated by the pay or salary drawn by them, and that th exceptions to this rule should be as few as pos sible. Thedraft put up still proposes an appen dix. The idea of an appendix does not commend itself to me. I have therefore put up a revise draft which is practically the same as the draf put up but will make a separate appendix unnec sary. I have also suggested a special rule for establishments accompanying Jamabandy Officers.

K. L. Datta
17.10.17.

(Finlay). 18
17.10.17.

As desired I have indicated in red ink in the old draft the corrections and alterations suggested by Mr. Datta as in his revised draft.

(Finlay). 18
18.10.17.

WD 1233—GPB—60,000—1-12-16—S.

G. R. S. III-2]

General and Revenue Secretariat. | S&A File No. 355 of 1910.

Serial No.

Instructions in Council.

(1) A draft order may be put up dealing with the points on which there is a general agreement of opinion and circulated to the Members of Council.

(2) The other matters in regard to which the opinions on record differ may be noted upon and submitted separately.

409/14.3.18

Please with compliments

17/3/18

This is the note referred by me in para 4 of my note of 9.7.17.

Mr Jain will kindly prepare the draft asked.

14/3/18

14/3.

I have attempted a draft order as explained in the memo attached. A statement of the points of difference is also enclosed.

If the line of action taken is suitable the papers will be completed & the draft submitted.

20.3.18

NOTE—Contn. sheet.

WD 1233—GPB—60,000—1-12-16—S.

146
69

G. R. S. III-2]

General and Revenue Secretariat. | I 9A File No. 355 of 1910.

Serial No.

Paid from

There is general agreement on the following points :-

1. Travelling Allowance to ~~the~~ be regulated - on pay basis with very few exceptions. (Vide para 3 of draft order).

2. The classification proposed on pay basis and the rates of travelling allowance to the several classes.

3. Mileage for less than 20 miles to Provincial Gazetted Officers to be abolished.

4. Reduced rates for motor journeys exceeding 40 miles.

5. Certificates to entitle menials to claim road mileage.

6. Double rates of travelling allowance for journeys on transfer.

7. Reduction of higher rates for special locality from 25 per cent extra in all cases.

8. Dispensing with countersignature in the case of travelling allowance bills of officers. Vide para 8 of the draft order.

II. A revised draft embodying these and a few minor non-contentious points is put up for approval.

III. A statement showing the points on which there is difference of opinion is also put up for orders.

Hdy)

NOTE—Contn. sheet.

ND 1233—GPB—60,000—1-12-16—S.

97
10

General and Revenue Secretariat. | D. File No. 120 of 1918.

Serial No.

I am afraid the Council instruction has not been correctly understood by Pol Fin and the draft put up is not prepared in accordance therewith.

The draft Council wants is the previous draft approved by Council with such points omitted as to which Mr. Datta or any other offr who has noted on the subject has not agreed. Mr. Datta has practically agreed with all our proposals — he only wants to go further on some points but on those points there is difference of opinion.

A draft prepared as above may be kindly put up.

The draft prepared by Pol Fin may also remain in the file in case Council desire to consider it, but it contains many contentious point as regards classes & rates e.g. an Asst Engnr under the present order may get 14 as d.a., a Sub-Asst Engr Rs 1/- a local auditor 6 as & so forth.

M
10/6 XXX

11/5

P.T.O

9.15

NOTE—Contn. sheet.

D 1209 18.

ND 1233—GPB—60,000—1-12-16—

J. R. S. III-2]

71 ?

General and Revenue Secretariat.

D File No. 120 of 191 8.

Serial No.

1) A revised draft as directed is submitted.

2) The present stage of Negotiation is as follows:- On 8.8.1917 a draft Hag R was prepared in accordance with the Council resolution of June 1916 as slightly modified by Council Res: of August 1916. Mr. Datta having in the meantime submitted a note on the revision of Cl, this Draft was revised on 5.10.17, and the revised draft was submitted by Mr. Datta for approval -

In accordance with the Cl. opinion Resolution of 27.9.17 - that any delay might prejudice the case of Indians in

With his note of 17.10.17 Mr. Datta submitted a fresh draft-which is practically the same as the draft published with the Separate appendix entitled -

3) In the revised draft now prepared, para 5 of the old draft of 8.8.17 - Hag R has been incorporated, as well as the last sentence of para 4 thereof, and the question of applying the revised rates to existing claims included in the appendix to Cl. S.R is reserved for separate consideration - as per instructions -

4) The points on which there is reported agreement and which require further orders are entered in a Statement attached.

7E (Secy).

18/5/6

18
1.6.18.

Please see queries on draft

bring up

9/7

NOTE—Contn. sheet.

G. R. S. 12]

General and Revenue Secretariat.

D 120

72

D File No. 120 of 191 D.

Serial No.

1) Clean draft as per direction is put up.
[Kind reference is invited to verbal alteration in clause (d) of para 2 - ~~~~~ Non-pagitta opium - will all be entitled to as 4.].

2) A memo of important points for orders is also put up.

7th Secy) 3) If approved the file will now be put up to the Chief Secy -

18
13.7.18

17

Somehow or other this unfortunate case has been going backwards & forwards for over ten years without the issue of any orders.

Now points on which all are agreed & about which no difference of opinion have been put in the form of a draft. The first thing to do is to try & issue this draft. Then something will have been gained.

The memo of important points & numerous other points may be considered after the issue of the draft, as a separate case.

28/7 JM

15
29/7

1st Member
Camal matter) I agree
Revenue)

30/7/18

416
31.7.18

Contn. sheet. 651
31/7/18

G. R. S. 12]

General and Revenue Secretariat.

File No. 120 of 191 8.

Serial No.

I agree - Please bring up at the next meeting of Council.

Such questions should be kept on the agenda till disposed of.

10-8-18 do

Chief Secy) 13.8.18

Rec'd 15.8.

NOTE—Contn. sheet.

GPB -70,000—17-12-15

(For Disposal at the next Meeting)

No. C. 60 74

24/8/1918

GENERAL AND REVENUE SECRETARIAT.

COUNCIL MATTER.

SUBJECT.

(Clause viii of the Schedule)

Draft order relating to the revision of travelling allowance rules and countersignature of travelling allowance bills.

CIRCULATED TO THE MEMBERS OF COUNCIL.

By Order,

C Balasundaram Jr

17th August 1918

Chief *Secretary to Government.*

Extraordinary Member of Council.

First Member of Council. Seen.

94. 23.8.18.

Second Member of Council. Leave that the draft dated 20th March 1918 be circulated to the Members of Council for their opinion, if this is approved a Memorandum will come up for Legislative Council

235/63 22.8.18.

Extra Member of Council.

WD 2670—GPB—1,000—11-5-17

23.8.18

1 (on
75

Extract from the Proceedings of the 461st *Meeting of the Council of His Highness the Maharaja, held at Bangalore on the* 26th August *1918.*

---

5. Subject.-Clause ix of the Schedule.

Draft order relating to the revision of travelling allowance rules.

OPINION OF THE COUNCIL.

The draft order as revised in Council may be approved.

The other questions connected with Travelling Allowance may be taken up for consideration in August 1919.

Sd. M. Visvesvaraya,

Dewan of Mysore.

"EXTRACT"

C Balasundaramayya

Chief Secretary to Government.

GRSM. 508

(5

C·60·

WD A2089—GPB—500—1-5-18

(103

76

G. R. S. III-2]

General and Revenue Secretariat.

S A File No. 353 of 1910.

*23. As soon as circulation is complete and the opinion of the Council is recorded the file will be forwarded to the Secretary in the Department concerned for transmission if need be to the Financial Secretary under Standing Orders and for submission to the Dewan or Member in charge.

Extract from the Proceedings of the Council is put up.

Forwarded with compliments to the Secretary to Government, ~~Financial~~ Department, under *Rule 23 of the Subsidiary Rules of Council Business

By Order,

C Balasundaram
Chief Secretary to Government.

27. 8. 18.

MS

Please put up clean draft as per C. Res
(vide marginal notes on the draft).
with a D.F.N & D.S.N

M
27/8 1828

MS

D 120

[22]

General and Revenue Secretariat. | S & A File No. 355 of 1910

17

Serial No.

D. F. N., D. S. N., and a draft order on the lines of the council resolution are subd.

Please put up clean drafts.

18
31.8.18

clean drafts subd.

18
3.9.18

Clean draft

11/9.

clean draft subd.

18
12/9

18th meeting with D.F.N & draft order

18
13/9

Fair final note signed by Secretary & Members

16/9/18

Drawn with D. S. N

NOTE—Contn. sheet.

GPB —70,000—17-12-15

Final Note by the First Member of Council.

Subject:—

Revision of travelling allowance rules.

---

1. One of the subjects considered by the late Retrenchment Committee was the revision of the travelling allowance rules and rates. Their recommendations which were submitted to Government on 1st February 1910 were agreed to with certain modifications by the Council on 16th September 1911, and submitted for His Highness' orders on 19th July 1912. The file was however received back without orders.

2. The subject being some what difficult and complex, it was subsequently considered again in several Council sittings.

3. Mr.Datta, Special officer, who was also consulted offered suggestions in the matter and submitted a draft order for the consideration of Government.

4. His main suggestion was that the travelling allowance of all officers should be regulated on pay or salary drawn by them and that the exceptions to this rule should be as few as possible.

5. In view of the sharp differences of opinion on certain important matters in the draft order as prepared by Mr.Datta, it was considered desirable that orders on matters on which there is general agreement may issue at once and that the other points in regard to which opinions on record differred might be considered separately. The Financial Secretary was desired to prepare a fresh draft on the above lines.

6. The Council have now resolved in a meeting held on 26th August 1918 that the draft order prepared by the Financial--- Secretary may be approved as revised in Council, and that the

the other questions connected with the travelling allowance, such as to regulate travelling allowance strictly on pay basis etc., may be taken up for consideration in August 1919.

Draft for approval 7. The draft order now to issue provides for exemption from countersignature of travelling allowance bills in suitable cases in order to secure more expeditious payment of travelling allowance claims, and modifies certain rules in the travelling allowance regulation which have not worked satisfactorily in practice.

8. The resolution of the Council may be approved.

16th Sept- 1918

First Member of Council.

(10

Submitted to His Highness.

S

I submit herewith a Final Note by the First Member of Council on the subject of revision of the tra ling allowance rules for His Highness' gracious approva

M. Visvesvaraya -

18th Sep. 1918-

MR

C. 60

Record of Cases submitted for the Orde
of His Highness the Maharaja.

Subject.

Revision of the Travelling Allow
ance Rules.

Order.

~~KRW~~
27/9/18

335

Chief Secretary
28.9.18
Do
E

1447
28/9

29/9

4014.
30.9.18

1068-11
1-10-18

1-10-18

3.10.18

G. R. S. 111-2]

General and Revenue Secretariat.

SNA File No. 338 of 1910.

Serial No.	
2	To The Other Secretaries to Govt " Comptroller to Govt " Other Heads of Depts No M 2100-49 dated 10- " Pass order regarding revisions of T.A. Rules & Countersignature of T.A. bills:

NOTE—Contn. sheet.

REPORT OF THE
RETRENCHMENT COMMITTEE
on the
REVISION OF THE RATES OF TRAVELLING ALLOWANCES
in Mysore.

oooooooooooooooooooo

Retrenchment Committee Report
D. 2348

Memorandum showing the modifications proposed to be made in the Travelling Allowance Rules and rates in Mysore.

It having been brought to the notice of Government that suitable revision of the T.A. rules is necessary with a view to keep under proper control the disproportionate growth of expenditure under travelling allow-ances, the Retrenchment Committee was asked to submit to Government suitable changes in the T.A.Regulations. The subject has been under the consideration of the Committee for over two years and after consulting the Comp-troller and all the Heads of Departments the Committee now submit their views for the consideration of Government.

2 The main questions which have been discus-sed in the accompanying papers are:- (i) classification of officers based on pay as in Br. India for purposes of travelling allow-ance rules, (2) General revision of the existing rates of mileage and daily allowances

of officers and (3) revision of the malnad and semi-malnad ~~&&&&~~ tracts for purposes of higher rates of T.A. and of the rates allowed for travelling in those tracts.

3 It may be observed at the outset that there is apparently strong opposition expressed by Heads of Departments, except the Comptroller, to any material reduction in the existing rates of T.A. either in the maidan or the malnad; nor do they agree to the adoption of any general classification of officers. On the other hand Dr.Coleman and Mr.Weir ~~affirm~~ assert that the existing rates are quite inadequate and require enhancement. The opinions of all the Heads of Departments are chiefly based on three arguments, viz, (i) that the prices of food grains and other necessaries of life have risen considerably of late years (2) that the nature of duties being different in different departments the con-ditions and expenses of travelling cannot be the same in all of them so as to admit

JCB - para 16 - ~~agd~~

They are prig down down, thanks to a good season & abundant rainfall [P/. K. P. P.].

(1) of a general classification mainly based on pay and (3) that the tradition and prestige of Mysore officers demand the maintenance of a travelling establishment somewhat costlier than that maintained by corresponding officers in Br. India.

(1)

~~47~~

4 In their printed note of the 2nd April 1908 the Committee have attempted to trace the changes in the Travelling allowance rules in Mysore and to compare the existing rates with those in Br. India. After carefully considering all the arguments put forward against the Committee's proposals they have come to the conclusions that some reductions in the existing rates of t.a. are desirable especially in view of the facts that certain restrictions, e.g., the condition of maintenance of camp equipage to entitle an officer to claim full daily alloawance and that of limiting mileage of a nongazetted ministerial officer to actual expenses, are proposed to be abolished, and that officers will be

be given greater freedom in regulating their travelling establishments. The Committee are glad to note that they have the support of the Comptroller who is of opinion that a clear case exists for materially reducing the rates of travelling allowances, observing at the same time that the Committee have not proceeded as far as they might. For instance he thinks that there is no necessity for continuing at present the high rate of allow-ances for journeys in the malnad to officers drawing more than Rs 100 and that the road mileage of 4 annas is adequate in the case of officers below the first class. Considering the general chorus of disapproval the Committee's original proposals have met with, they have thought fit to suitably modify their proposals which, as now revised, they hope, will be accept-able on the whole.

H.D. para 18. 5 With these preliminary remarks the Com-mittee now proceed to place before Govt.

their detailed proposals adopting as far as possible the existing lines of division.

Proposals begin here

(i) Re Mileage allowances.

General revision of T.A.rates of mileage & d.a.

(a) Travelling by Railway

6 The Committee were once in favour of fixing a pay limit of Rs 300 for officers entitled to travel in the first class. In view of the strong opposition presented to it on the ground that if Assistant Commissioners on Rs 250 should have the same status and allow--ances as Assistant Commissioners on pay of Rs 300 and above, all officers of corresponding rank in other departments on pay of less than Rs 300, e.g., Assistant Engineers, Assistant Surgeons &c who have long enjoyed the privilege of travelling in the first class should be placed in a position of equality with Asst. Commissioners, ~~and considering the need of [illegible] that may [illegible] the 1st class accom. [illegible] in Railway trains~~ the Committee do not propose any change in this direction.

FCS. para 18
C.R. para 2 - approved

As the d.a. of Assistant Commissioners and other officers of corresponding rank is proposed infra to be reduced to Rs3/,all officers of the graded rank entitled to a d/a. of not less than Rs 3/ will be entitled to first class Railway accommodation.

(b) As regards officers entitled to travel in the 2nd class, the Committee think that second class accommodation for officials drawing a pay of less than Rs 50. seems too much as such officials do not ordinarily travel in that class. But it is urged with some force that officials drawing pay between Rs 30 & 50 are ordinarily taken to camp and that some hardship will be caused to them by the sudden change: it is therefore proposed that such officials should be allowed a single second with a single third class fare instead of double second as at present, provided they actually travel in the 2nd class In Br.India officers drawing pay of Rs 100 and less are not entitled to 2nd class railwa

CR. para 3 - approved

P2

Omit (cancel)

16/9/

railway accommodation.

(ii) Mileage by road.

7

In determining the rates of mileage the committee have to some extent adopted the ~~di~~ division suggested by the Rev.Commissioner ~~a~~ and D.C. Kolar,viz.,(i) Provincial officers, i.e.,those who have to travel throughout the Province,or a large area;(2) District officers or those who travel within the limits of a district and (3) Sub-Divisional Officers, or those who travel in a limited area. For all officers entitled to 1st class Railway accommodation and to a d.a. of not less than Rs 4/ the present rate is 8 annas a mile and in the case of Heads of Departments ,viz.,the Rev.Comr.,I.G. of Police,Excise Comr.,&c including the Puisne Judges of the Chief Court and the Secy to Govt.,Gen. & Rev. Dept a higher rate of 12 annas is admissible provided they travel with camp equipment. It is now proposed that the rates in force may

FR. para 21(a)
CR. " 4 - appx.

P=C may be continued to the officers of the 1st and 2nd divisions and that a reduction shoud be made in the road mileage of all officers P=C of the 3rd division drawing a d.a. of less than Rs 5/ -viz.,from 8 annas to 6 annas a mile. This proposal is agreed to generally. Six annas and four annas a mile are the rates admissible to corresponding officers in Madras and the rate of 6 annas existed in Mysore prior to 1898; or,at all events, prior to 1891. As regards the special rate of 12 annas for officers of the 1st division,travel- ling with camp equipment the Committee recom -mend its retention on the condition that the rule about camp equipment is strictly enforced . "Camp equipment" is defined in Art 11 as meaning "tents and the requisites for pitching and furnishing them". Unless an officer travels with his own tent or carries a overnment tent at his own expense as provide n Art 565 (d) the special rate of 12 annas s not admissible . Special attention should

P.×C

12 as rate may be abolished

567

should be drawn to this point as the Committee understand that this 12 annas rate has now come to be admitted in cases where it is not strictly admissible.

8

(b) ii. The mileage of the next class of officers, viz., Prob.Asst.Comrs, whether in charge of Sub Divisions or not, Munsiffs on Rs 250 and below, Amildars and other officers of corresponding rank who are now drawing 6 annas a mile will be reduced to 5 annas, and all officers in Superior service on pay of Rs 50 and above will get 4 annas a mile as at present. This proposal of the Committee also meets with general acceptance.

In their earlier notes the Committee had proposed the mileage rate of 4 annas for all 2nd class officers but the distinction now made between graded officers and others seems to command greater favour. The Registrar of the Gen. & Rev. and the Geol. Sectts.

whose pay does not exceed Rs 250 may be made to rank with Prob.Asst. Comrs.,2nd class Munsiffs and other officers and may draw ~~and~~ similar allowances instead of like Asst. Comrs. As regards officers in superior service on pay of less than Rs 50 the Committee propose some reduction . At present all nongazetted officers of whatever pay are entitled to actual travelling expenses not exceeding 4 annas a mile . The rule about actual expenses is often inquisitorial and it is difficult for countersigning officers to say what the actual expenses of a subordinate in a particular case are. Admittedly the actual travelling expenses of middle class officials are generally much less than the maximum rate of 4 annas as the actual rate of cart hire is 1½ annas in maidan and 2 annas in malnad ; and it is accordingly proposed to fix a lower rate than 4 annas and remove ~~by~~ the restriction altogether. The Committee originally proposed a road mileage of 2 annas

annas as in Br.India but after considering the views of the Rev.Comr. and the ~~several~~ Deputy Commissioners they now propose that officials drawing a pay less than Rs 50 but not less than Rs 30 should get 3 annas and those drawing less pay 2 annas a mille.

P=C

9 Non-gazetted ministerial officers will, however, continue to draw mileage even when the distance travelled is less than 20 miles provided that they are ordered by the Head of the office to travel by a public or a hired conveyance. The continuance of this privilege ~~condition~~ is necessary for in the majority of instances the officials have no option in the matter of travelling nor can they regulate their mode of travelling . The abolition of this concession will therefore be felt as a great hardship.

para 24. - agreed
5 - agreed

P=C.

10 (c) With regard to Inferior servants the Committee agreeing with the Rev.Comr. recommend that half anna a mile ~~should~~ may be allowed to inferior servants in all cases of

FRS - para 25 - agreed
CR " 5 - agreed

P=C

of road journey exceeding 10 miles instead of the existing mileage rate of one anna a mile limited to actual travelling expenses, and that this mileage rate should be allowed to all inferior servants mentioned in Art. 554, clauses 4,5 & 6 and also to all other inferior servants when they are asked to travel independently as messengers to cash bills &c or on transfer.

Paragraphs 11 to 15 detailed See appendix for final Decn 15/12

(iii) Re Daily Allowance. Art 588 586, M.S.R.

The following changes are recommended :-

(a) The Secretary to Govt who is not also the Head of a Dept., e.g., the Secy, Gen. & Rev. Dept., and the Huzur Secreatry who ranks with him are now drawing a d.a. of Rs 7/8. The pay of the Secy to Govt in Mysore is less than that of a Head of a Dept, his status not being higher than that of a Deputy Commissioner, and it is therefore urged with some force by the Rev. Comr. and some Deputy Comrs that his rate of d.a. should only be that of a D.C., or at

Keep at 7/8 —

M.S para 26. C.R. — 6 — modified

at any rate less than that of the Head of a Dept. In Br.India the d.a. of a Secy to Govt is Rs 10 and is higher than the rates admissible to certain Heads of Depts. The conditions being different in Mysore it is proposed that the d.a. of such Secretary should be reduced to Rs 6/- a ~~rate~~ higher than that allowed to a D.C. The Superintending Engineers ~~may~~ also get the same rate of Rs 6.

12. (b) Likewise the rate of d.a. of the Deputy Secretary (appointment now vacant) should be only Rs 5 instead of Rs 7/8 as at present. There is no reason why the Deputy Secreatary and the Registrarar of Co-Operative Societies should draw ~~a high~~ a higher rate of d.a. than that allowed to Deputy Commissioners . Though they have a large area to travel than the latter the difference in the scale of travelling establishment maintained ought not to be material. It

It is accordingly proposed to change the their rate of d.a. to Rs 5. The change in the d.a. of Rs 7/8 to the present Registrar of Co-operative Societies, which appears to have been sanctioned more or less as a personal rate, may however take effect on change of incumb-ents.

13 No change is proposed in the rates of d.a. of Deputy Commissioners and other officers now drawing Rs 5. A proposal is made that the d.a. of a Deputy Comrs should be increased from Rs 5 to Rs 6 on the ground that the d.a. allowed to Col-lectors in Madras is Rs 7/8. The Commit-tee are not prepared to agree to this. In most Provinces the d.a. of Collectors who draw higher salaries and have larger areas to travel than in Mysore is only Rs 5.; and the conditions in Madras are peculiar in that the Collectors there are required to maintain their own tents and carry them at their own cost.

(c) Coming to the next class of officers viz, Senior Assistant Commissioners and officers of corresponding rank, the Committee consider that the rate of Rs 4/- now allowed to them should be retained but that the rate of Under Secretaries, Rs5, which was fixed on special considerations should be reduced to Rs 4, because an Under Secretary who may be an ordinary Assistant Commissioner, should not get more than what is allowed to a Senior Assistant Commissioner. Likewise the rate allowed to Specialists in the Medical Department on Rs 400 to 600 and to Deputy Conservators should be that of the Senior Asst Comrs or officersof corresponding rank - Rs 4 instead of Rs 5.

(d) As regards all Asst Comrs and officers of corresponding rank in all departments viz, Asst Engineers, Assistant Surgedns etc the Committee think that the rate of d.a. may well be reduced from Rs 4 to Rs 3

In Madras and other Provinces the d.a. of a Deputy Collector on pay of Rs 200 to 600 is only Rs 3. This same rate existed in Mysore prior to 1898 - vide para 27 of the printed note dated the 22nd April 1908. Even according to the scale sanctioned in that year full d.a. of Rs 4 was admis-sible only when camp equipage, as defined in the Regulations, was maintained. This restriction has now been removed and there is no reason why the rates that once existed in Mysore and now prevailing elsewhere should not be restored. This proposal has not met with any strong opposition.

15 (e) The next class of officers, viz, Prob. Assistant Commissioners, Munsiffs on pay of Rs 250 and below, Amildars and other officers of corresponding rank and pay will get a d.a. of Rs $2\frac{1}{2}$ instead of Rs 3 while the rate of Rs 2 in the case of Deputy Amildars and that of Rs $1\frac{1}{2}$ for Overseers, P.W.D. &c will remain unchanged

16 (f) In the case of other officers in superior service no change is proposed to be effected except that a minimum of 3 annas will be fixed. An officer will get three-tenths pay subject to a minimum of 3 annas per day. This minimum is necessary as otherwise a clerk on Rs 12½ will get less d.a. than an inferior servant. The minimum fixed in Br.India is annas 4.

17 (g) As the minimum of d.a. fixed in the case of inferior servants on pay of Rs 8 and less, viz, 1½ annas, is low it is proposed to raise it to 2 annas as slight reduction has been made in the mileage rate from actual expenses limited to one anna a mile to ½ anna a mile without any certificate. Their d.a. will be three-tenths pay subject to a minimum of 2 annas. In Br. India a uniform rate of 2 annas is allowed to all inferior servants

18 A revised Appendix showing the rates of T.A.

of all officers and embodying the above propo
-sals is submitted herewith.

19 The next point for consideration is the revision of the malnad and semi-malnad tracts and the rates allowed for travelling in those tracts. The Comptroller is of opinion that in view of the large P.W. expenditure incurred year after year in improving communi-cations in the malnad there is no longer any necessity for the grant of the higher rates which were only sanctioned temporarily. He is in favour of altogether abolishing the higher rates allowed to officers drawing pay of Rs 100 and over and reducing the rates in the case of the lower officers from 100% to 50% extra. The Private Secretary to H.H. the Maharaja and the Deputy Commissioners of Kadur and Chitaldroog deprecate the entire abolition of the higher rates for malnad on the ground that travelling is even now com-paratively costly in malnad tracts, while

Pl S. para 28 - agree
CR. —

the distinction between malnad and semi-malnad should be removed -i.e. that allowances for journeys in the semi-malnad tracts should be made as high as those for the malnad in the case of all officers. Instead of suggesting the entire abolition of the higher rates the Committee have condidered it necessary to adopt a middle course. They admit that the time has not yet arrived for treating all malnad tracts as maidan for purposes of travelling allowances, though as regards the tracts classed as semi-malnad the Committee are of opinion that the higher rate now admitted should at once cease. No where in the Regulations is semi-malnad defined, nor is there specific authority for the grant of higher allowances to officers travelling in those parts.

20 Note 1 to Art 634 M.S.R. merely says what class of officers is not entitled to higher allowances and this negative rule has been interpreted to authorise the grant of higher allowances in the case of those officers who live and travel in the semi-malnad.

Whatever the authority for the practice may be there seems to be no justification for the continuance of the higher allowances in semi-malnad tracts and the Committee recommend that note 1 to Art 634 should be deleted.

21 Agreeing to some extent with the Comptroller the Committee also propose to reduce the rates of higher allowances for journeys in the malnad and the Kolar Gold Fields from 50 % to 25 % extra in the case of officers drawing d.a. as fixed in the Appendix and from 100 % to 50 % in other cases. It may be noted that the Rev. Comr. now agrees with the Committee in regard to the desirability of reducing the higher allowances in the malnad.

22 As regards the tracts which may be classed as malnad in view of the costliness of travelling and not merely of unhealthiness of living, the Committee do not think that any material change in the list of the tracts now classed as malnad can be made . They

They agree with Col.Grant, the late Survey Comr., and Mr.D.Shama Rao, the present Supt. of Survey, that there is not sufficient reason to treat YAMMEDODDI near Madag tank in the Kadur Taluk or the Eastern half of BELUR as malnad for purposes of higher T.A. and that on the other hand the Kumsi Magani in the Shimoga Taluk should be classed as malnad tract. As no portion of the Arkalgud Taluk lies west of the river Yagachi the description of the malnad tract in that taluk has to be correctly entered.

The list of malnad tracts revised as above will be as follows:-

Shimoga Dt. as at present and also the Kumsi magani of the Shimoga Taluk.

Kadur Dt. as at present omitting Yammedoddi near Madag tank in the Kadur Tk.

Hassan Dt. The taluk of Manjarabad, western half of Belur, i.e., that portion of the Belur Taluk lying west of the Yagachi river and the Belur--Chichmagalur Road, portion of the Hassan Taluk lying west of the Yagachi river (i.e. Alur sub--taluk) and the Mallipatna and Konanur hoblies of the Arkalgud Taluk.

Art 634 when revised as above suggested will read as follows:-

(a)

(a) When travelling in the malnad or the Kolar Gold Fields officers entitled to fixed rates of d.a. as entered in App.2 are entitled to draw an additional 25% over the daily allowances otherwise admissible.

(b) All other officers (including inferior servants) who are ~~only~~ entitled to a d.a. of three-tenths pay are entitled to draw daily batta at one and a half times the usual rates.

Note 1.

The rate of allowance of an officer who spends part of a day in one of these tracts and part in a place in which the ordinary rate prevails is determined according to the place where he halts after the journey.

Present notes 2 & 3 omitted.

Note 2.

Upper and Lower Subordinates and Taluk Mestries and Tank Inspectors are entitl to 50% over the ordinary permanent monthly travelling or horse allowance

when residing in the malnad.

eS. para 31-no remarks 25 When going over the various provisions of the T.A. Regulations for the purpose of revision of rates the Committee have thought that they may take this opportunity to propose certain amendments which they consider neces- sary in them along with others which have been specially discussed in the preceding paragraphs:-

26 Art.535(d) "When it is possible to travel by railway it should be used as the cheaper route and charged for accordingly except when it is deemed necessary in the interest of the public service to make a road journey for purposes of inspection".

FC S para 32-no objn

27 Cases have arisen in which it is found that officers have had to waste their time at Railway Stations waiting for the Railway time and the Committee are of opinion that it would save some worry

FC S para 32-no objn
CR - 13-agree

worry and trouble to the officers if ~~as~~ some discretion were allowed to them in cases where the railway part of the journey is not more than 25 miles. Instead of having a hard-and-fast rule as at present the Committee consider that the rule contained in the Br.Civil Service Regulations may well be adopted. According to Art.997,C.S.R. power is given to local governments and Heads of Departments to permit travelling allowance to be calculated by other means than the shortest or cheapest route. This rule may be adopted as an exception ~~to~~ 535 to Art 565(d) M.S.R. The exception would read as follows:-

536

"Government,or the Head of the Dept, in the case of journeys within his jurisdiction, performed by officers under his control,may,for special recorded reasons,permit travelling by road instead of by railway when the railway part of the journey is not more than 25 miles.

541 542
28 Articles 543 & 544.

These articles when revised will be as follows:-

Officers travelling by railway on the Public Service are entitled to class accommodation according to the following scale:-

First Class.	
Officers in the graded service whose daily allowance is not less than Rs 3/-	First Class accommodation double fare.
Second Class.	
(a) Other officers in superior service on pay of not less than Rs 50.	Second Class accommodation double fare.
(b) -do- on pay less than Rs 50 but not less than Rs 30	Single second class fare with a single fare of the ~~Intermediate class, if any~~, ~~or~~ the third class, ~~provided~~ the officer actually travels in the 2nd class
Third Class	
All other officers in superior service whose pay is less than Rs 30.	~~Intermediate~~ class, if any, ~~or~~ the Third class: double fare.
Fourth Class.	
All officers in inferior service.	Lowest class: single fare.

Note

An officer entitled to travel in the 1st class or 2nd class in a railway is expected always to travel in that class, but if owing to unavoidable reasons, he travels in a lower class, he should deduct from his Travelling Allowance Bill, the dif-ference between a single first class fare and what he actually paid for travelling in a lower class; or certify that he spent not less than the (full) amount chargedin the bill in railway fares for himself, his family and his servants and in carrying his personal luggage.

There is almost a consensus of opinion ~~that~~ that the 1st class officers should not be required to record a certificate for claiming 1st class railway fare and that it should be presumed that an officer claiming that fare does actually travel in that class. No such certificate is insisted upon in Br. India. The entire removal of the certificate will, the Com-mittee apprehend, lead to the impression

that an officer entitled to travel in the 1st class may travel in the third and charge to Government the double fare of the 1st class. In such a case one of the elementary rules, viz, that T.A. should not be made a source of profit, is violated; nor does it become the dignity of such an officer to adopt such a course. This aspect of the case has been specially brought forward by Mr. Weir and Mr. Doreswamy Iyer. When however such an officer for unavoidable reasons, actually travels in a class lower than the first, the Committee are of opinion that he should not be mulcted of the additional first class fare that would otherwise be admissible to him to cover the fare of servants, baggage &c. For this reason the Committee would insert the explanatory note as above.

532

30 Art.551.

Para 34- agreed
R— 15— Separate consideration

No daily batta is fixed in the case of non official members of the Standing Text Book Committee or of the Local Examinations Committee who are not Europeans and the railway

Leave over for further consideration

fare that is allowed to them is that of the second class. The Committee would take away the distinction between Europeans and others and give single first class and Rs 3/ a day and 4 annas road mileage to all members instead of double first, Rs 5 a day and 4 annas road mileage to Europeans and only double second and 4 annas road mileage to others.

What about d. A to natives?

5-56

Art.554.

31

FES para 35 C'

This article as revised will be as follows:-

"For journeys by road allowances are calcula as follows:-

(1) Gazetted and other officers: rates as shown in App 2

(2) Other officers in superior service not mentioned in the Appendix:-

38	(a) On pay not less than Rs 50	~~4as a mile~~ 40 as a mile
38	(b) " less than Rs 50 but not less than Rs 30	3as.a mile.
	(c) " less than Rs 30	2as.a mile
	(3) Inferior servants --------	½ A a mile

Note.

32

FES para 35

Inferior servants will be entitled to road mileage ~~for distances exceeding 10 miles and~~ only in the following cases:- provided the distance travelled exceeds 10 miles

~~following cases:-~~

(i) Inferior servants accompanying:-
(a) Officers required to travel through -out the ~~Province~~. State

(b) District & Sessions Judges.

(ii) Police duffedars and constables ordinarily required to travel throughout the ~~Province~~ State in all cases and other Police duffedars and constables when travelling beyond jurisdiction.

(iii) Gollara accompanying remittances from ~~&&&&&&&~~ one district to another or to the State Huzur Treasury, Bangalore.

(iv) Inferior servants on transfer.

(v) Other cases where Inferior servants are required to travel independently , e.g, as messengers, to cash bills &c, ~~and~~ or when they do not accompany officers.

(4) The Palace chaffeur when on tour in charge of the State Motar cars, when the journey exceeds 30 miles from head-quarters will get mileage at one anna per mile.

X

~~538~~

33 Art.556.

JCS para 36
CR — 16 pages

According to this article Hospital Assistants are entitled to 4 annas mileage in emergent cases and 2 annas usually; this may be omitted as unnecessary and inconvenient. Accordi

According to the proposed general rule the road mileage of Hospital Assistants will be regulated on pay in the same way as their batta and railway fare and they will get 2 annas,3 annas or 4 annas according as their pay is below Rs 30, between 30 & 50 ar above.

566

Art.564.

34

This prescribes the scale of establish ments which Deputy Commissioners and Assistant Commissioners may take with them to camp. For one thing the scale there entered is in most cases much more than the establishment actually neces--sary;for another,it is invidious to fix the scale in the case of only Revenue officers while others are given an entirely free hand. The Committee are of opinion that such checks should be left entirely to the countersigning officers,and that as the article is ~~are~~ practically serving no useful purpose it may be omitted.

H.S para 37 - agree.
CR - 17 - agree

omit article

573

Art.571.

35

"Police Inspectors and Jamedars travelling on public duty beyond the limits of their own jurisdiction can draw in addition to their permanent allowance, any other allowances admissible under these Regulations".

JC & para 38 - no objection
CR - 18 - agreed

This is merely an exception to the general rule contained in Art.573 that an officer may exchange his permanent monthly travelling allowance for the ordinary allow-ances when travelling beyond his jurisdiction and the article may be removed and placed as a note or exception under Art 573.

✓

180

Art.185

36

"A Police, Forest or Excise officer or Taluk Mestri or Tank Inspector, while on Privilege leave may draw his horse allowance if no substitute be appointed but in the case of a substitute being appointed the allowances will be equally divided between they two officers, provided that each maintains a horse".

JC & para 39 - no objection
CR - 18 - agreed

577

This provision is similar to Art 575 according to which Police Inspectors and Jamedars get in some cases half of their permanent monthly travelling allowance during privilege leave, the permanent T.A. they are getting being only horse allowance. The Articles 575 and 577 185 may be rearranged as exceptions 1 & 2 to 180

✓

576

to Art.574. The treatment of horse allowance as permanent monthly T.A. in all cases will then be consistent with the actual practice.

181

37 Art.186.

"The Revenue Survey Officers are not entitled to permanent travelling allow -ance while on Privilege leave".

Fl S para 40 - agreed
C R — 18 agreed

This is merely an illustration of the rule

576

contained in Art.574 and may be omitted or inserted as an explanation to that article.

588

38 Art.586,

Fl S - para 41 — vide remarks above 1146

revised, will read as follows:-

C R — 18 agreed.

"(a) Officers mentioned in Appendix 2 are entirled to d.a. as shown therein.

Revised

(b) All officers not mentioned in that Appendix are entitled to d.a. equal to three-tenths of pay subject to a minimum of three annas to officers in superior service and to two annas in the case of inferior servants".

Clause (c) according to which Accountants of all grades in the P.W.Dept are entitled to a d.a equal to three tenths of their pay subject

agreed

to a minimum of twelve annas a day, is to be omitted. This special provision was made ~~app~~ apparently to compensate for the lower rate of mileage given to them, viz, 3 annas, Since their rate of mileage is ~~revised~~ enhanced to the extent required, viz, 4 annas, as in the case ~~as~~ of the other non-gazetted officers this special rate of 12 annas d.a. given to them, and recently extend to outside auditors also, may cease.

The Committee do not wish to press ~~for~~ the abolition of the special provisions contained in paras (d) & (e) of this Article in favour of the Special Reserve Sergeants and Constables and the Palace Chaffeurs.

39 Art.588.

FS para 42 - no objection rates proposed are adopted CR - 18 agreed

This Article has been abrogated provisionally and it is in view of this abrogation that the Committee have considered it necessary to reduce the rate of daily allowances in certain cases. The abrogation ~~now~~ already made will be final.

590

40 Art.589.

FS para 43 - not necessary CR - 19 -

Considering the special difficulties of travelling of the establishments of the Forces/-

Forest, Amrit Mahal and the Geological Departments the Committee do not propose any change in this Article. The minimum batta of 3 annas and 2 annas fixed in Art 586(b) will be applicable to these classes of officers also.

Art.590.

According to this article a non-gazetted ministerial officer is entitled to road mileage according to the actual extent of actual expenses. As has been already pointed out this condition has been causing a lot of hardship and annoyance. The Committee have therefore recommended the removal of this condition. An "absolute" rate of mileage graduated according to the pay of the official is proposed, viz, 4 annas, 3 annas or 2 annas according as the pay is not less than Rs 50, is between Rs 50 & 30 or less than Rs 30.

Considering that ordinarily ministerial officers have no option in regulating their travelling the Committee wish to retain the

the provision relaxing the limitation of 20 miles for exchanging daily allowance for mileage, and ~~as the extention of this rule of granting mileage for journeys less than 20 miles to inferior servants is unnecessary~~ the word " menial officer" will be struck out of the article for reasons stated on page 11(c)

42

Art.591 revised as above would read as follows:-

JCB/para 45 - no remarks

CR - 20 - agree

An officer may for any day draw in lieu of his daily allowance:-

(1) If he travels by railway, the allowance admissible under Chapter XXXLL, Articles 541 to 545.

(2) If he travels more than 20 miles by road or, if being a non-gazetted ministerial officer, he travels by a public or hired conveyance under the orders of the Head of his Office, the allowance admissible under Chapter XXXLL.

Note. For ~~menial~~ junior servants please see rule contained in Art.554(3).

Omit explanatory clauses (1) & (2).

Clause (3) of the Article will stand.

43 Art.591. 592

HS para 46 – no remarks
CR – 20 – agreed

In this article the words "menial ~~officer~~ Servants" occurring in line 6 will be omitted.

Note For menial servants please see rule contained in Art.554(3). 556

44 Art.592.

HS para 47 – agreed
CR – 20 – agreed

"Officers whose duties do not require them to travel throughout the Province may permit not more than three officials to travel rapidly at a time and charge mileage making a certificate in the bill to the effect that the officials for whom mileage is charged therein were ordered to travel by dawk".

This provision is unnecessary and the article may be deleted, as the rule limiting mileage to actual expenses has been proposed to be abrogated.

45 Art.594. 594

HS para 48 – agreed
CR – 20 agreed

It has been urged that the prohibition against drawing mileage by establishments accompanying Jamabundy officers should be withdrawn. But the Committee note that in framing the rule it was the intention of Government that Jamabundy officers should make slow and not rapid marches. While

while retaining the rule in its present form the Committee would allow the Head of the Department to pass in his discretion mileage under the ordinary rules to establishments accompanying Jamabundy officers from head-quarter to first camp and from the last camp to head-quarters.

596

46 Art.596.

FES para 49 - no remarks
CR - 20 agreed

"An Agricultural Inspector is not entitled to mileage except in cases when he is under emergency ordered to travel by dawk by the District Officer".

As no Agricultural Inspectors are at present attached to districts this article may be deleted.

597

47 Art.597.

FES para 50 no objection
CR - 20 agreed

Rule 1 of this article says that

"Hospital Assistants and Lady Apothecaries on occasions of cholera ~~and~~ or other emergency requiring them to be constantly on the move are entitled to a special conveyance or horse allowance at a rate not exceeding 12 annas a day payable on declaration being recorded that such ~~he~~ horse was maintained".

The phrase "emergency requiring to be constantly on the move" is somewhat vague and in actual practice it is found that in cases of Cholera, when Hospital Assistants are required to be

be on the alert, the admissibility of the conveyance allowance is open to audit objection. The Committee are of opinion that during serious outbreak of cholera or plague the conveyance allowance should be given to the medical subordinates, without the condition requiring them to be constantly on the move. Rule 1 may be amended as follows:-

> Hospital Assistants and Lady Apothecaries on occasions of serious outbreak of cholera or plague, or on other occasions of emergency requiring them to be constantly on the move, are entitled to a special conveyance or horse allowance at a rate not exceeding twelve annas a day payable on declaration being ~~made~~ recorded that such conveyance or horse was maintained.

48. In the result the Committee expect that if the foregoing proposals are accepted there will be an appreciable reduction in the total amount charged to the State as travelling allowances. It is not easy to calculate what it would be exactly, but it may amount approximately to about 10% of the present expenditure, or Rs 35,000 in round figures.

FCS para 51 - See remarks

By Order

R Veeraraghavan
Secretary, Retrenchment Committee.

P.C. 148 & 28-11-60

Forwarded to the Offg Secy to Govt, Gen.& Rev. Depts

R Veeraraghavan
Secretary, Retrenchment Committee.

107 of 11-10-

Members of the Council.	10	50%	Double 1st	8	-	* In the case of Members of Council Art: 547 M.S.R. will apply.
Chief Judge, Chief Court.	10	25%	—do—	8	12	
	10	25%	Double 1st *	8	-	May Stand 12/1
I. Heads of Departments						
Chief Engineer and Secretary to Government P.W. and Railway. *						* not entitled to 12 annas mileage rate
Comptroller and Financial Secretary.						
Revenue Commissioner and ex officio Director of Statistics.						
Conservator of Forests.						
Excise Commissioner.						
Inspector General of Registration.	7/8	50%	Double 1st	8	12	
Registrar of Companies & Commissioner of Stamps.	7/8	25%	—do—	—do—	—do—	
Puisne Judges, Chief Court.	7/8	25%	Double 1st	8	-	May Stand 12/1
Inspector General of Police.						
Inspector General of Educn.						
Senior Surgeon, Sanitary Commr: and I.G. of Prisons.						
The State Geologist and Secretary to Govt. Geol. Dept.						
Chief Commandant, Mysore State Troops.						
Military Secretary to H.H. the Maharaja.						

~~Military Secretary to His Highness the Maharaja.~~						
II (a) Secretaries to Government ~~etc.~~						
Secretary to Government, Genl. ~~and Revenue~~ Deptt.	7/8	50%	Double 1st	8	12	(1)
Huzur Secretary.	6	25%	— do —	— do —	— do —	
	7/8	25%	Double 1st	8	-	This may stand 12/1
II (b)						
Superintending Engineers.	6	50%	Double 1st	8	-	
Deputy Chief Engineer.	6	25%	— do —	— do —	-	do.
	6	25%	Double 1st	8	-	
III Deputy Commrs. and officers of corresponding rank.						
~~Deputy Secretary to Govt.~~						Rs 5
Registrar of Co-Operative Societies.	7/8	50%	Double 1st	8	12	— Rs 6 :
Deputy Commrs. of Districts.						Dy. Secretaries : Rs 5 Under-Secretaries : Rs 4 12/1
District Judges.						
Executive Engineers including Sanitary Engineer.						
Educational officers (A and special i Rs 500-1000).						
Civil Surgeons.						
Deputy Sanitary Commissioner.						
Superintendent, Central Jail.						

(250-450 and 500-500).

B, C, and special
duction Officers,
D.C., Inspector of Lines,
Assistant to the Comptroller and
Assistant Comptroller and
to Government.
Assistant Secretaries,
Private Secretary to Comm.
Duties A and B,

V. Assistant Commissioners: Re-
officers of corresponding
ing rank.

theoretical Dept:
Officer in charge of Re-
to the Chief Commandant,
officers A [illegible]
void Wield, Educational
Supdt: of Police, Solar
Deputy Assistant Com.:
Officer in charge of Re-
chnological Dept.
turns to Govt.
ment Officer, Under S ere-
Patents, Forms, Certifi-
Supt, Conservators of

Specialists, Medical Dep...
...s.

IV. Senior Asst: Co ...

Government Advocate.

Supt. Naval Dept.

Superintendent, Govt. Press.

...rintendent, Govt. Certificates
and Imprest.

...ng: Assistant, Govt. Dept.

Inspector of Mines.

...ssistant Secretary to ...

The Second State Geologist.	5	50%	Double 1st	8	-	
	5	25%	— do —	— do —	-	
Inspector of Mines.						
+ Supdt. Amrit Mahal Deptt.						× only for present incumbent
Mycologist and Entomologist Superintendent, Govt. Gardens and Museum.						
Superintendent, Govt. Press.						
Supdt. Muzrai Deptt.						
Government Advocate.	5	25%	Double 1st	8	-	This may stand. as the one exception vs the Reg of CS mg draw Rs 6 per day. 12/1
IV. Senior Asstt: Commrs etc.						
Specialists, Medical Deptt. Deputy Conservators of Forests, ~~Forest Settlement officer~~, Under Secretaries to Govt. Officer in charge of Archaeological Deptt.	5	50%	Double 1st	8	-	
	4	25%	— do —	6	-	
Senior Assistant Commrs: Supdt: of Police, Kolar Gold Fields, Educational officers A ii, Assistant to the Chief Commandant, Officer in charge of Meteorological Deptt:.	4	50%	Double 1st	8	-	
	4	25%	Double 1st	6	-	This may stand 12/1
V. Assistant Commrs: and officers of corresponding rank.						
Assistant Commissioners, Schedules A and B, Private Secretary to Dewan, Assistant Secretaries to Government, Assistant Comptrollers and Assistant to the Comptroller Deputy Inspector of Mines, Educational Officers, B i, C i, and special (250-450 and 300-500).						

Curator, Oriental Library					
Circle Inspectors.					
Assistant Surgeons of classes 1,2,and 3.					
Assistant Geologists.					
Assistant Chemists.					
Assistant Engineers.					
Assistant Examiner, Public Works and Railway Accounts.	4	50%	Double 1st	8	-
Assistant Conservators of Forests including Superintendent of Forest Surveys.	3	25%	— do —	6	-
District Excise officers of Amildars Grade.					
Munsiffs, 1st and 2nd classes.					
Health officer, Mysore, Bangalore and Kolar Gold Fields. (i)					
Assistant Secretary, P.W.D. Sectt.					
Assistant Superintendent, Govt. Press.					
Chief Veterinary officer (~~Mr. Simpson~~) *					
Assistant Secretary to His Highness the Maharaja.					
Regimentdars I.S. and L.S. Regiments.	3	25%	Double 1st	6	-

(i) also Messrs B. Krishna Rao and P. Palpu.

* present rate of D.A is Rs 3/-

This may stand
N.

VI Amildars etc						
Registrars, Gen and Rev. and Geological Sectts.	4	20% 50%	Double 1st	8	-	To be combined now - Excess 25%
Amildars.						
Prob. Assistant Commissioners.						
Superintendents & ~~Assistant~~ Superintendents, G.R.S.						
Personal Assistants to Councillors.						
Sub Assistant Conservators of Forests.						
Deputy Registrar, Chief Court.						
Munsiffs, 3rd and 4th classes.						
Assistant Surgeons, 4th ~~5th~~ 6th and 7th classes.	3	-do-	Double 2nd	6	-	
--do---do---Engineers	2/8	25%	—do—	5	-	
Educational officers B and C						
ii ii.						
Deputy Inspects of Schools						
Inspector of Cattle Diseases.						
District Sanitary officers.	2½	25%	Double 2nd	5	-	This may stay 2/1
Mr. M. A. Singrachar.						
Public Prosecutors.						
Supervisors, D.P.W and and Upper Subordinates in charge of Ranges.						
VII Deputy Amildars etc						
~~Prob. Asstt. Suptds. of Police~~ Deputy Amildars.	3	50%	Double 2nd	6	-	
	2	-do-	—do—	5	-	
Assistants to the Mycologist and Entomologist						

Curator, Govt. Book Depot.	2	25%	Double 2 2/3	4	-	
	2	50%	Double 2 2/3	4	-	
Assistant to the Officer in charge of Ethnographic Survey.	2	-do-	-do-	5	-	
Prospectors, Geol. Dept. and Mining Assistant.	2	-do-	-do-	4	-	
	2	25%	Double 2 2/3	4	-	This may stand 12/1
Assistant Deputy Inspectors of Schools.	1/8	50%	Double 2 2/3	5	-	/
	1 1/4	25%	Double 2 2/3	4	-	Ditto 12/1
VIII Miscellaneous						Retrenchment committee's remarks:—
Sub Overseers in charge of Divisions and when attached to Districts.	1/8	50%	Double 2 2/3	3	-	D/a ~~and~~ mileage and Rs 4 as remains taken as at present
Apothecaries.	-do-	-do-	-do-	4	-	
	-do-	25%	-do-	-do-	-	
Honorary Organizors and Supervisors of Co-Operative Societies.	1 1/4	25%	Double 2 2/3	3	-	This may stand. 12/1

No change.

Government of His Highness the Maharaja of Mysore.

GENERAL AND REVENUE DEPARTMENTS.

No. Fl. 2100-49—S. & A. 355-10-2, dated 24th Oct. 1918

Revision of Travelling Allowance Rules and Countersignature of Travelling Allowance Bills.

Passes orders regarding the

WD 761—GPB—19-11-18—140

S. O.

Revision of Travelling Allowance Rules and Countersignature of Travelling Allowance Bills.

No. Fl. 2100-49—S. & A. 355-10-2, dated 24th October 1918.

PROCEEDINGS OF THE GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE.

GENERAL AND REVENUE DEPARTMENTS.

Read—

Memo No. 148, dated the 28th November 1910, from the Secretary to the late Retrenchment Committee forwarding the report of that Committee on the revision of travelling allowance rules.

2. Note dated the 30th May 1917, from Mr. K. L. Datta, Special Officer, on the subject of countersignature of travelling allowance bills and the revision of travelling allowance rules.

Order No. Fl. 2100-49—S. & A. 355-10-2, dated 24th October 1918.

Government recognise that the rules in the matter of countersignature of Travelling allowance bills require revision in order to secure more expeditious payment of travelling allowance claims, and that some of the rules in the travelling allowance regulations have not worked satisfactorily in practice. Government are accordingly pleased to pass the following orders:—

2. (i) travelling allowance bills of the Heads of Departments and other Officers shown in the annexure, and of their establishments will not require countersignature in future,

(ii) all other travelling allowance bills will be countersigned by (1) the superior officer of the drawer of the bill, provided that such officer is a Gazetted officer, or (2) by the next higher officer, when the immediate superior is not a Gazetted officer, or (3) by the Secretaries to Government in the administrative department in other cases,

(iii) bills for travelling allowance for journeys on tour should be paid after countersignature by the controlling authority. Countersigning officers should scrutinise all claims to road mileage with particular care,

(iv) in the case of journeys on tour, the travelling allowance bills of the Head of the office as well as of his establishment, including his Gazetted Assistants, should be drawn in one bill at the end of the month.

3. The following changes in the rules are also ordered:—

(i) Wherever in Appendix E, Mysore Service Regulations it is mentioned that the rate of mileage for journeys with camp equipment is 12 annas, that rate should be allowed only when tents are carried for the officer's occupation at his own expense.

(ii) Article 566, Mysore Service Regulations laying down the scale of establishment that might be taken by the Deputy Commissioners and Assistant Commissioners on tour will be omitted.

(iii) The concession of allowing road mileage for marches of not more than 20 miles a day to officers whose duties ordinarily require them to travel throughout the State under Article 592, Mysore Service Regulations, will be withdrawn in respect of Gazetted officers.

4. Necessary A and C slips to Mysore Service Regulations will separately issue.

Financial Secretary to Government.

To—The other Secretaries to Government.
The Comptroller to Government.
The other Heads of Departments.

Exd—G. W. B.

No. Fl. 2100-49—S. & A. 355-10-2, DATED 24TH OCTOBER 1918.

Annexure to Government Order No. Fl. 2100-49—S. & A. 355-10-2, dated 24th October 1918 showing the officers whose travelling allowance bills are exempt from countersignature.

1. The Revenue Commissioner in Mysore
2. The Conservator of Forests ,,
3. The Excise Commissioner ,,
4. The Commissioner of Stamps and The Inspector-General of Registration in Mysore.
5. The Private Secretary to His Highness the Maharaja.
6. The Comptroller to Government
7. The Chief Judge and the Judges of the Chief Court.
8. The Inspector-General of Police in Mysore
9. The Vice-Chancellor of the University
10. The Inspector-General of Education in Mysore.
11. The Senior Surgeon and The Inspector-General of Prisons in Mysore.
12. The Sanitary Commissioner in Mysore
13. The Director of Agriculture in Mysore
14. The Director of Mines and Geology in Mysore
15. The Director of Industries and Commerce in Mysore.
16. The Director of Sandal Oil Factories in Mysore.
17. The Chief Engineer, Public Works and Irrigation.
18. Agent, Mysore Railways.
19. The Chief Commandant, Mysore State Troops.
20. The Secretaries to Government.
21. The Deputy Commissioners in Mysore.
22. The Durbar Physician and Surgeon.
23. The Private Secretary to Dewan.
24. The Huzur Secretary to His Highness the Maharaja.
25. The District Judges in Mysore.
26. The Registrar of the University of Mysore.
27. The Registrar of Co-operative Societies in Mysore.
28. The Secretary to Government, Economic Conference.
29. The Director of Archæological Researches in Mysore.
30. The Chief Electrical Engineer in Mysore.
31. The Superintending Engineers in Mysore.

Proceedings of the Govt of H.H.
the Maharaja of Mysore.

R e a d : -

Memo No.148 dated 28th November 1910, from the Secretary to the late Retrenchment Committee forwarding the report of that Committee on the revision of travelling allowance rules.

2. Note dated 30th May 1917 from Mr. K.L.Datta, Special Officer, on the -- subject of countersignature of travelling allowance bills and the revision of travelling allowance rules.

Order No. ---- ಫೈ 2100-49

Dated Bangalore 24 Oct 1918.

Government recognise that the -- rules in the matter of countersignatur of Travelling allowance bills require revision in order to secure more -- expeditious payment of travelling -- allowance claims, and that some of the rules in the travelling allowance regulations have not worked satisfactorily in practice. Government are accordingly pleased to pass the -- following orders.

3 (1) Travelling allowance bills of the Heads of Departments and other officers shown in the annexure, and of their establishments will not require countersignature in future.

May this be
i Printed ?
ii treated as a standing order ? 3/9/18
iii published in the Gazette English part ?
iv translated ?
v placed at the disposal of the press ?
vi published in the Gazette Kannada part ?

(ii) All other travelling allowance -bills will be countersigned by (1) the superior officer of the drawer of the bill, provided that such officer is a Gazetted officer, or (2) by the next higher officer, when the -- immediate superior is not a Gazetted officer,or (3) by the Secretaries to Government in the administrative -- Department in other cases.

(iii) Bills for travelling allowance for journeys on tour should be paid after countersignature by the contro ling authority. Countersigning--- officers should scrutinise all claim to road mileage with particular care

(iv) In the case of journeys on tou the travelling allowance bills of th Head of the office as well as of his establishment, including his Gazette Assistants, should be drawn in one bill at the end of the month.

3. The following changes in the rules are also ordered :-

(i) Wherever in Appendix E, M.S.R. it is mentioned that the rate of -- mileage for journeys with camp -- equipment is 12 annas, that rate should be allowed only when tents are carried for the officer's occupation at his own expense.

(ii) Article 566 M.S.R.laying down the scale of establishment that might

be taken by the Deputy Commission and Assistant Commissioners on to will be omitted.

(iii) The concession of allowing road mileage for marches of not more than 20 miles a day to -- officers, whose duties ordinarily required them to travel throughout the State under Article 592 M.S.R. will be withdrawn in respect of -- Gazetted officers.

4. Necessary A. and C. slips to Mysore Service Regulations will -- separately issue.

4/9/18

Finamcial Secretary to Govt.

To

The other Secretaries to Govt.
The Comptroller, Mysore Govt.
The Other Heads of Departments

Annexure to Government Order No.

Fl. dated

showing the officers whose travelling allowance bills are exempt from counter signature .

1. Revenue Commissioner.
2. Conservator of Forests
3. Excise Commissioner;
4. Commissioner of Stamps and I.G.of Registration.
5. Private Secretary to H.H.
6. Comptroller.
7. Chief Judge and the Judges of the Chief Court.
8. I.G.of Police.
9. Vice Chancellor of the University.
10. I.G.of Education.
10. Senior Surgeon and I.G.of Prisons.
12. Sanitary Commissioner.
13. Director of Agriculture.
14. Director of Mines and Geology.
15. Director of Industries and Commerce.
16. Director of Sandal Oil Factories.
17. Chief Engineers, P.W. and Irrigation.
18. Agent, Mysore State Railways.
19. Chief Commandant.
20. Secretaries to Government.
21 Deputy Commissioners
22. Durbar Physician and Surgeon.
23. Private Secretary to Dewan.
24. Huzur Secretary.
25. District Judges.
26. Registrar of the University.
27. Registrar of ~~the~~ Cooperative Societies.
28. Secretary to Economic Conference.

29. Director of Archaeological Research.

30. Chief Electrical Engineer.

31. Superintending Engineers.